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Catskill Mountain Resorts

WAR DEPARTMENT
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THE ULSTER & DELAWARE RAILROAD

1906

ULSTER AND DELAWARE
RAILROAD.
THE ONLY ALL RAIL ROUTE TO THE
CATSKILL MOUNTAINS.
Scale
Miles.
ULSTER & DEL. R.R. OTHER RAILROADS COUNTRY ROADS.
SCHENECTADY
ALBANY
OTSEGO
SCHOHARIE
GREENE
DELAWARE
ULSTER
CATSKILL
MOUNTAINS
Oneonta
Stamford
Hudson
Catskill
Kingston
Saugerties
Rhinebeck
Milford
Cooperstown
Richfield Springs
Cherry Valley
Sharon Springs
Middleburg
Schoharie
Coxsackie
Athens
Greenport
Stuyvesant
Davenport
Delhi
Walton
Hancock
Roxbury
Margaretville
Arena
Shandaken
Woodstock
Hurley
Olive
Shokan
Phoenicia
Big Indian
Union Grove
Shavertown
Hardenbergh
Denning
Frost Valley
Lew Beach
Grand Gorge
Roxbury
Bloomville
Meredith
Franklin
Bovina
Delhi
Walton
Hamden
Andes
Fleischmanns
Margaretville
Dunraven
Arena
Grand Mills
Union Grove
Shavertown
Hardenbergh
Turnwood
Denning
Frost Valley
Lew Beach
Big Indian
Oliverea
Slide Mountain
Phoenicia
Woodland
Mt. Pleasant
Longyear
Chichesters
Pine Hill
Bushnellville
Edgewood
Shandaken
Cold Brook
Boiceville
West Shokan
Shokan
Olive Branch
West Hurley
Glenford
Hurley
Ashton
Lake Hill
Woodstock
Tannersville
Haines Falls
Palenville
Catskill
Leeds
Athens
Greenport
Hudson
Stuyvesant
Coxsackie
Ravena
Corymus
Selkirk
Rensselaer
Castleton
Schodack Landing
Poestenkill
Troy
Albany
Schenectady
Duanesburg
Esperance
Central Bridge
Schoharie
Gallupville
Howes Cave
Cobleskill
Richmondville
Middleburg
Sharon
Carlisle
Seward
Roseboom
Middlefield
Otsego
Westford
Worcester
Decatur
Maryland
Milford
Oneonta
Davenport
Stamford
Harpersfield
Jefferson
Summit
Blenheim
Gilboa
Conesville
Broome
Livingstonville
Fairland
Fulton
Fultonham
Patria
Vintonton
Wyckoff
Knox
Berne
Westerlo
Rensselaerville
New Scotland
Bethlehem
Guilderland
Watervliet
Colonie
Green Island
Cohoes
Troy
Lansingburgh
Nassau
Schodack
Castleton
Stuyvesant
Claverack
Hudson
Athens
Greenport
Catskill
Leeds

WAR DEPARTMENT
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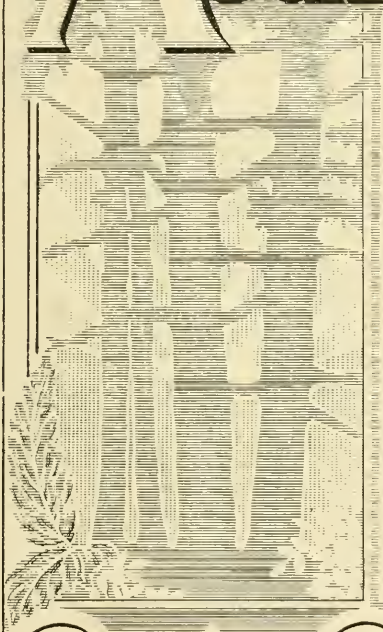
THIS book is issued by the Passenger Department of The Ulster & Delaware Railroad Company. It is devoted to descriptive matter pertaining to the Catskill Mountains: their structure, history and development as a Summer Resort; the sanitary advantages of summer life in the dry air of high mountain regions; the absolute need of rest and vacation for the busy workers in the city and town; the scenic beauties and wildwood charms so lavishly spread for the delectation of every visitor. It also contains much general information regarding the leading points of interest throughout the range; what and where they are, how to reach them and what to look for. In fact, it is an accurate guide book to the regions reached by this mountain railway system.

COPYRIGTHED 1894 BY
N. A. SIMS, GENERAL PASSENGER AGENT,
THE ULSTER & DELAWARE R. R.
RE-ISSUED 1906.

With the exception of the points reached by the railroads, the altitudes given in this book are in accordance with Prof. Guyot, who was the first to make accurate measurements of the Catskills a few years ago.

PRESS OF
KINGSTON FREEMAN,
RONDOUT, N. Y.

The Catskill Mountains



THE MOST PICTURESQUE MOUNTAIN REGION ON THE GLOBE.

ALL POINTS IN THIS GREAT HEALTH AND PLEASURE RESORT ARE REACHED BY

THE

ULSTER & DELAWARE RAILROAD.

THIS BOOK DESCRIPTIVE OF THE HAUNTS OF RIP VAN WINKLE, AND HOW TO REACH THEM.

E. COYKENDALL,
Gen'l Superintendent.

N. A. SIMS,
Gen'l Passenger Agent.

1906

GENERAL OFFICES,

Kingston,
(Rondout P O.)
N.Y.

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A COMPLETE MAP OF THE ULSTER & DELAWARE RAILROAD, ITS CONNECTIONS, AND THE CATSKILL MOUNTAINS, IS IN THE BOOK NEXT TO FRONT COVER.

THE CATSKILL MOUNTAINS AND THE ULSTER AND DELAWARE SYSTEM—SUMMER REST AND WHERE TO FIND IT—SCENIC BEAUTY AND SANITARY ADVANTAGES—THE ONLY ALL-RAIL, STANDARD GAUGE ROUTE AND THROUGH CAR LINE.

"It seems to me I'd like to go
Where bells don't ring, nor whistles blow,
Nor clocks don't strike, nor gongs don't sound,
And I'd have stillness all around.

Not real still stillness, but just the trees'
Low whisperings or the hum of bees,
Or brooks faint babbling over stones
In strangely, softly tangled tones.

Or maybe a cricket or katydid,
Or the songs of birds in the hedges hid,
Or just some such sweet sound as these,
To fill a tired heart with ease.

Sometimes it seems to me I must
Just quit the city's din and dust
And get out where the sky is blue,
And, say, now, how does it seem to you?'

SUMMER REST. . . There is a science of summer rest, and the sooner this fact is realized and reckoned with the better it will be for all those who live in the temperate zones. In the United States the vacation habit has now grown chronic and confirmed among all classes. And yet it is surprising that so few of these intelligent American millions fully comprehend the real lesson of the doctrine of rest. Men and women in every walk of life, rich and poor alike, hustle along day after day through the busy months of each year between store or office and the home or club, in quest of the elusive dollar and the happiness and pleasure it may bring. Few ever stop to estimate the pace or measure the speed of their activities. It is a restless energy that pervades this land of ours and we rarely spare the time to look into the faces of our neighbors at home or abroad, or study their methods of life. The frail arteries of our existence are continually distended by the pres-

THE FALLS NEAR BROWN'S STATION.

sure of individual effort toward the supremacy and conquest over jostling rivals on every side. It is an ambitious age in which we live. But rather than seek to abate the noble energies and activities that so proudly characterize this epoch, shall we not learn to glean the fuel with which to feed the consuming fires of this glorious ambition, from the ample storehouses of nature in the wisest way? The careful conservation of vital force is the imperative lesson of the hour. Greater economy in the use and control of our bodies and brains is strictly enjoined. These houses of clay were not made to run at high pressure all the time. Nor will an ample supply of food suffice to repair all the waste. There must be stated periods of relaxation, recreation and absolute rest. Lost strength and vitality can be regained in no other way. A breath of Nature, uncontaminated by the dregs of city civilization is the unfailing panacea. The flabby muscles and pale cheeks, the feeble respiration and the exhausted brain, all these beckon us away to the green hills and valleys.

"Where the long, rustling curtains of generous trees
Hide the town with its cares and its folly;
Where the low, drowsy song of the loitering bees
Drown out the buzz of the trolley."

ON THE GROUNDS OF A SUMMER HOME NEAR SHOKAN.

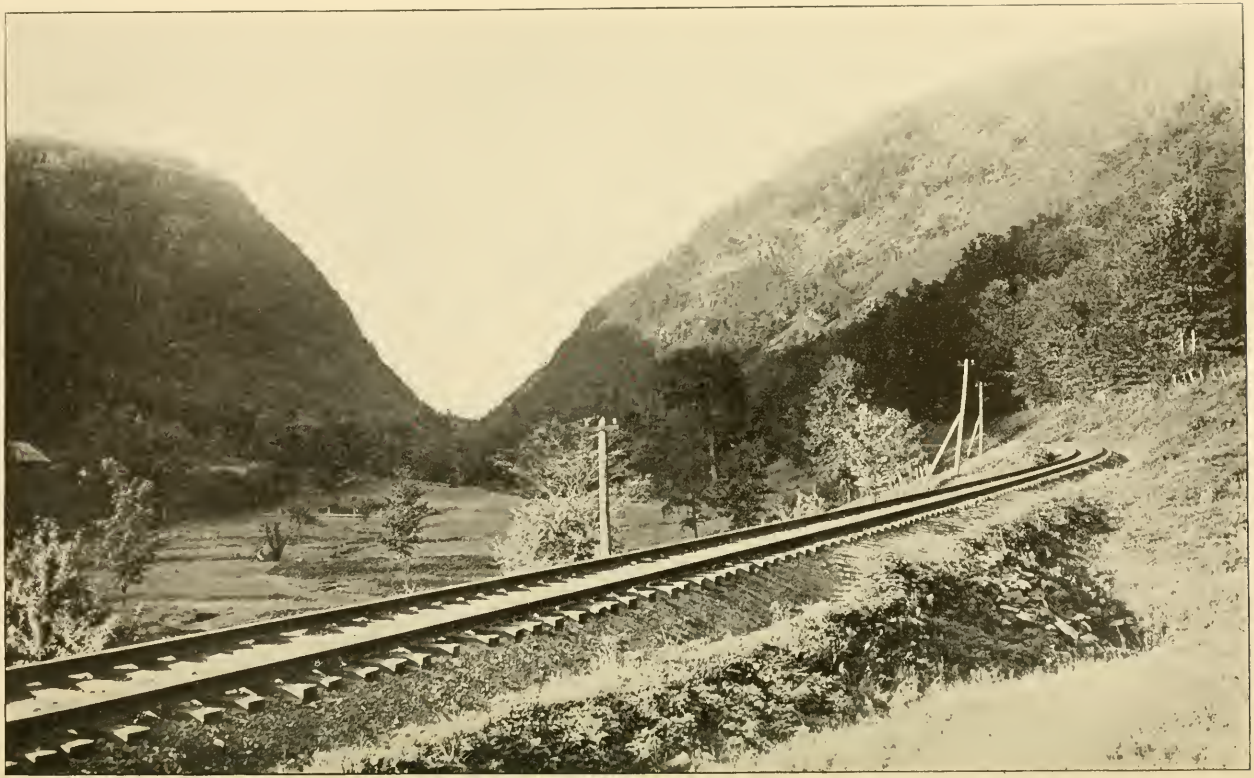
NEED OF CHANGE. Another important aspect of the summer rest is the absolute need of change; a change of scene, thought and action. This is a dominant impulse in every human breast. No matter how salutary or delightful the normal environment may be, there is a monotonous routine which should be broken in upon. Whether in the line of untiring labor, dignified leisure, or consuming idleness, the need is the same. We must run away from bricks and mortar, the noise and dirt of the town and all its pleasures as well for a time, and go out among the hills and rocks, the green trees and fields, the waving meadows and orchards, the wild flowers and the filmy ferns, and bathe in the fresh air and pure sunshine of the country, where the brooks and the birds and the leaves whisper in loving tryst. To many this is yet a strange gospel, but thousands are beginning to realize that this summer vacation should bring not only a change of scene but a change of habit. They spend hours daily in the cool shadows of forest pines where the wind whispers softest and the bees drone drowsily among the low, white blossoms of wood flowers. In the great stillness of nature, peace and health go hand in hand, soothing relaxed muscles with the subtle touch of new power, and in the delicious land of day-dreams, the brain, sung almost to sleep by the hushed croonings of the cool breeze among the tree-tops, grows young and strong again. In the quiet of the grand cathedral of its Maker, even the soul forgets the battles, the down-falls, the cuts and scars of life's great contest and becomes something purer, stronger and more worthy of its origin.

In support of this theory of change of air and scene, may we not draw a lesson from the robust health and vigor of the nomadic Gypsy tribe, who wander from place to place? There are also biological laws which may account in some measure for the salutary effects of such change. The epoch of man's whole existence upon the earth having been so largely dominated by his roving habits as a savage hunter with no fixed place of abode, is it not reasonable to suppose that such habits, prevalent for ages, would be likely to leave a lasting impress on every cell and fibre of the human frame? It is therefore not improbable that a partial renewal of the conditions to which his constitution was originally adapted may contribute to a recovery of a normal state of health.

ONE OF THE PICTURESQUE DRIVES NEAR GILBOA.

WHERE TO GO. . . . . To thousands this is a momentous question that comes up for a new solution with each recurring season. When one thinks he has reached a final conclusion at the end of his vacation by deciding never to go to that place again, the intervening winter is very apt to dispel the notion, and he either goes back to the same locality or begins to wrestle with the question anew. Surely the subject is one of vital importance, and yet how common it is to consider only two or three of the secondary elements of the problem. A hasty comparison of prices, with the scenic and social attractions offered, the methods and cost of access and the decision is made. Too often this results in absolute failure and dissatisfaction, and the victim returns to his home disgusted with his waste of time and money, not only, but really tired out and utterly unfitted for work. The monetary aspect of the vacation, essential as it is, should never be allowed to overshadow the main object for which rest is actually required.

What manner of change do I need most? This is the great question to decide, and it is the easiest of the whole lot. An absolute change of air is the inevitable response which comes in asthmatic gasps from the exhausted lungs, half clogged by the organic atoms of the polluted city atmosphere. What you need is air at first-hand. For months you have been breathing a second-hand, warmed-over air whose identity and history you were fully content to leave in obscurity, sniffing a bit here and there, catching a whiff now and then as it floats out to sea for purification. Now you must pack your grip and flee to the distilleries of the skies, where the mystic breezes fling out their banners of invigorating welcome, and Nature sits enthroned to dispense her choicest gifts. And this brings us to the consideration of altitude, the hygienic importance of which, as a factor in the summer vacation, is now so universally conceded.



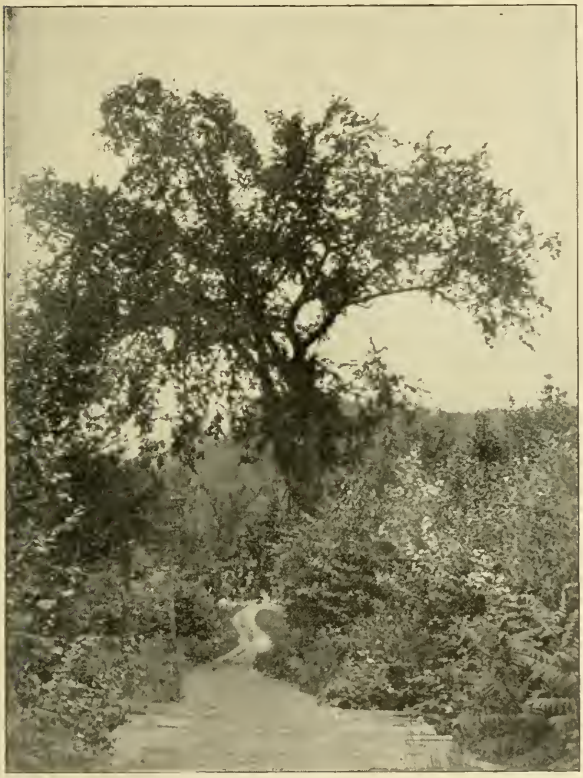
THE STONY CLOVE AS YOU SEE IT FROM A DISTANCE.

THE IMPORTANCE OF ALTITUDE. . . . For years past we have found that vigor and tone were imparted by a sojourn at mountain resorts a few thousand feet above the sea. First came the exhilarating effect and afterward the most positive and potential invigoration, which seemed to renew lost tissues and repair old ones. But the exact processes were not so easy to explain scientifically. It was discovered years ago that the blood of animals living in the higher altitudes absorbed more oxygen than those on the lower levels. Next, that his blood was richer in the coloring matter (hæmoglobin), and also that the number of red corpuscles was greatly augmented. Bearing in mind that the blood absorbs oxygen in the lungs and transfers it to the tissues of the body by means of these red corpuscles, the advantages of this increase of oxygen and its tiny carriers is at once apparent. The microbes of disease, which may have secured lodgement by any grievous unsanitary conditions of life, or by the exhausting cares and labors of business, are thus displaced and destroyed by this better nutrition of the body, and you are far better fortified to withstand any future assaults of this destructive nature. Such is an outline of the latest theory on this subject, which has now been accepted by the best medical authorities. And the practical lesson of it all is, beyond any question, that the best summer resort for the average dweller of the cities and plains in every hygienic aspect of the case, is the higher altitudes, the mountainous regions of the country.

Careful investigation has revealed other, and more important ingredients in this mountain prescription. The cool air of the inland hills is a far different article from that found at the sea shore. Instead of the saturated product of moisture and condensation, the air is dry and strong from the rarefying processes peculiar to the laboratories of the skies.

THE CATSKILL MOUNTAIN LIMITED TRAINS PASSING AT PHOENICIA.

THE CATSKILL MOUNTAINS. As the observant reader may already have surmised from the perusal of the preceeding pages, all reference to mountains in this little work means specifically the Catskill Mountains, the historic Catskills : the most picturesque and healthful mountain region on the globe, with its marvelous wealth of scenic charms, its fame is securely enshrined on the scroll of destiny. Made in a day, the towering crags grow in beauty and grandeur as the cycles of eternity roll silently on. Ever eloquent in their Creator's praise, they reach out a beckoning hand to enervated men and women the world over: to the discouraged and faltering worker, the unfortunate idler and the successful man of business. All alike may here stand above the turmoils and the irksome pleasures of life and compare the boasted achievements of men with the mighty spectacle of earth and sky, which now fills the soul with awe and impresses one anew with his own insignificance.



"They come! the merry summer months of beauty, song and flowers.
They come! the gladsome months that bring thick leafiness to bowers.
Up, up my heart! and walk abroad; fling work and care aside;
Seek silent hills, and rest thyself where crystal waters glide;
Or, underneath the shadow vast of patriarchial tree.
Seen through its leaves the cloudless sky is rapt tranquility."

BOULDER ROCK, NEAR KAATERSKILL.

WHERE AND WHAT THEY ARE. Little need be said perhaps concerning the location and structure of this most interesting group of mountains. For thirty years and more the region has been before the public as a summer resort and thousands of admiring visitors have journeyed to and fro each year. But there are many other thousands who have never yet seen the locality, and for these this book is mainly written. The modern processes of the pictorial art have indeed made some of the scenery familiar the world over, and with much pleasing and artistic accuracy. This cannot, however, be said so unreservedly of the vast mass of descriptive matter which has appeared in the public press from time to time. Much of this was mere imaginary drivel, misleading and fictitious, betraying the writer's unfamiliarity with his subject. In fact, one of our modern encyclopedias locates the entire range in Greene county, while it really traverses large parts of Ulster, Delaware and Schoharie counties as well, Ulster having perhaps the largest share. Another encyclopedic writer says the range is drained chiefly by the Catskill creek, while the fact is, that stream reaches only the eastern slope and does not begin to equal in importance the Esopus creek, which rises forty miles in the interior, not to mention the Schoharie creek, or the branches of the Delaware river.

These mountains are a spur of the great Appalachian system which extends along the Atlantic coast from Maine to Alabama. They cover a superficial area of some 2,400 square miles, and their general trend is from southeast to northwest or at right angles to every other group in this system. Coming up the Hudson, they burst into vision about ninety miles from the mouth of that river, and from eight to ten miles from the western shore at Kingston. Here they rise abruptly from the base over 3 000 feet in the air for miles along the eastern face, there being innumerable peaks, in the interior, three of which are over 4,000 feet in height. These peaks vary materially in physical structure and plastic form, and are geologically unlike ordinary mountain formations. Instead of the usual folds or fragments of arches, the rock is composed of piled up strata in the original horizontal position.

THE VILLAGE OF PRATTSVILLE.

HOW THEY . . . WERE FORMED.

Just how and at what period of the earth's history these massive crags were formed, is still a question for the geologist of the future. The theory of a high plateau or mass of elevations, is still adhered to by the best authorities, including Prof. Arnold Guyot, the learned scientist, who made more careful investigation and personal examination of the Catskills than any other man of modern times. He belived that in prehistoric ages the earth contained tenfold more water than now, and therefore in that antediluvian epoch, water was the mighty agent in shaping the earth's surface. Glacial action is clearly indicated all through the range, some thirteen distinct visitations of this mighty propelling force, peculiar to the early ages of the world, having been traced. Other writers incline to the theory of upheaval from volcanic or other causes. But even they must resort to the doctrine of erosion as a subsequent or final process, in order to account for the various phenomenal forms here presented. The vast masses of conglomerate present all the conditions of quicksand as it existed just prior to its conversion into stone.

Thus at variance in trend, and other geological features, with the parent system, the Catskills must be regarded as anomalous also in plastic formation, being due to erosive forces, and not to the ordinary process which has folded and shaped the other parts of the system.

"The white clouds are like pictures in a breathin' frame o' blue,
An' the sunbeams are a shootin' all their silver arrows through,
An' its June-time in the country, an' its June-time in the town,
An' the mockin' birds are singin' and the blossoms rainin' down!
It's June-time in the Catskills, and happy folks are we,
With the brook a-dashin', splashin', an' the winds a-blowin' free!
An' the sun is climbin' higher, an' the nights are full o' moon,
An' a feller's soul is dancin' to the melodies o' June!"

LOOKING DOWN 2,000 FEET FROM THE LEDGE AT CATSKILL MOUNTAIN HOUSE.

TOPOGRAPHICAL DIVISIONS. . . . . They are divided into two groups by the Esopus creek. The northern group lies between the Esopus and Catskill creeks and extends from southeast to northwest in the form of an irregular parallelogram. This is shut in between two high border chains, ten or fifteen miles apart. That on the southwest is known as the central chain, or backbone of the entire group, extending from Overlook Mountain on the east to Mount Utsayantha on the west, a distance of over thirty-five miles. The other is the northeast border chain. The southeast end is closed by the short chain of High Peak; the northwestern by the high swell of plateaus which divide the head-waters of the Delaware and Susquehanna from those of the Schoharie and the Hudson. A striking peculiarity of this northern group is, that while its western end seems buried in the general plateaus of western New York, the mountains there rising but moderately above their base, its eastern end stands isolated on three sides by deep and broadly open valleys, projecting in all its height as a mighty promontory to within ten miles of the Hudson. This presents the imposing scene from that river. The Schoharie creek and its tributaries furnish the entire drainage for the interior highlands of the Catskills proper. This drainage which sends the waters all the way around to the Mohawk, to come back by the Hudson, after a course of 175 miles, to within ten miles of their starting point, is certainly remarkable, and shows a very peculiar physical structure.

"You fellers from the country—you keep away from town.
If you don't want to unsettle things and get us upside down;
For you always leave a memory of the meadows and the streams
An' I straightway get to wishin' and to fishin' in my dreams.
You fellers from the country—when you strike me at my desk.

The room begins to blossom an' the street looks picturesque;
And the roarin' of the city, with its engines an' its bells,
Seems to melt into the music of the mountains and the dells.
You fellers from the country—you get so much of life—

So little of its sorrows, of its tears and of its strife,
That I want to get off with you and just riot in your joy
And wade in your cool branches, like I used to when a boy."

IN THE WOODS NEAR GRAND GORGE.

ORIGIN OF NAME. . . . The precise origin of the name "Catskill," is somewhat obscure. Some writers aver that it was derived from the catamounts which infested the region, and Irving was among those sponsors. But there is scant authority or reason for this assumption. The name is found spelled in numerous ways in the ancient records, such as "Kaatskills," "Kaaterskill," "Katskill," "Cauterskill," "Cautskill," etc. It is believed to have been first applied during the Dutch domination over two centuries ago. And if this assumption is correct, Kaatskill or Kaaterskill, would seem to be the proper orthography. The "kill," being Dutch for chan-

nel or creek. "Kaat," is also Dutch for cat, but the unusual abundance of the feline species, either wild or domestic, is not well established. The Indians are said to have called the mountains "Ontiora," meaning hills of the sky, where the Great Spirit of Manitou dwelt and ruled the elements of earth and sky. And there seems no very good reason for ever having abandoned that poetic and appropriate title.

"Summer is here, and the morning is gay,
Let us be children together to-day,
Sorrow's a myth, and our troubles but seem,
The past is an echo, the future a dream."

THE LAKE AT STAMFORD.

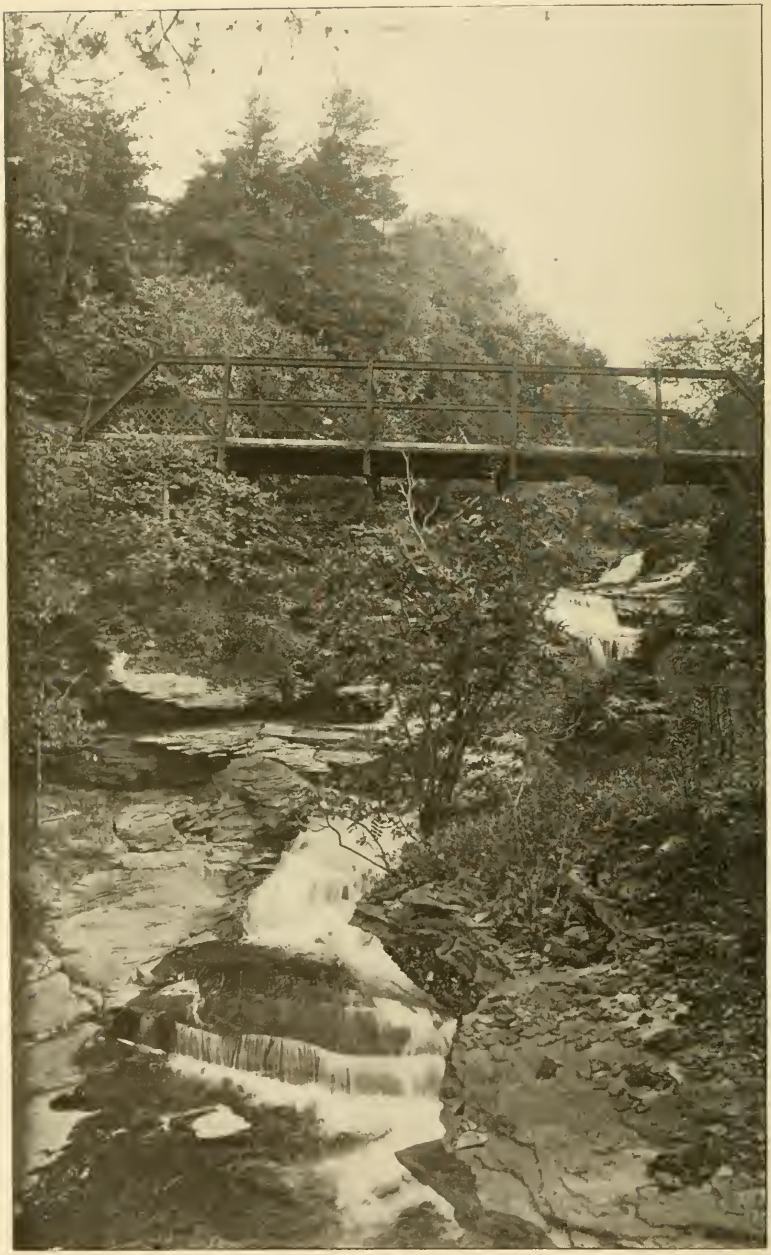
PRIMEVAL HISTORY. Concerning the early history of this charming mountain region or its people, the records are strangely silent and incomplete. Even the voice of tradition ventures cautiously in the corridors of the remote and prehistoric past. But this only serves to invest the locality with new enchantment, and interest, and the embers of speculation are readily fanned into life by such breezes from an unknown realm of romance.

Whether it was Henry Hudson, Verrazano, Gomez, or some earlier navigator, who first sailed up the Hudson river, which was then called "Cohohatatia," by the Indians, meaning river of the mountains, is now open to question. But it is sufficient to note here that when Hudson first ventured up the noble stream in 1609 in his quaint Dutch ship, the attractions of the Catskills were such that he was induced to cast anchor

A VIEW OF PHOENICIA.

and make a short inspection. He was received with marked hospitality by the Iroquois Indians, then in possession of the region. Into their rude bark hut, which was stored with corn and beans, they took the curious navigator and his small party of sailors. Upon the ground floor, mats were spread in their honor, and here they partook of food from a large wooden bowl or tray. The flesh of a fattened dog, which had been killed for the feast, was among the tempting viands prepared for the white visitors, who seem to have been in no hurry to return to their ship. The record then closes with this quaint, aboriginal scene and does not re-open until sixty-nine years later; leaving us to assume that the region remained in the peaceful possession of the red men during that long period. But this was the dawn of the Dutch occupation. On the eighth of July, 1678, the purchase of a large portion of this mountain region was effected by a company of Dutch and English gentlemen. The conference was held at the Stadt Huis in Albany, where Mahak-Neminaw, the ruling Indian chief, and six leading men of his tribe had gathered for the purpose. Various trinkets and trifles of stupendous value in the eyes of the noted red men, were given them, and the title, with its wonderful hieroglyphics, was passed. Soon after that the aboriginal owners began to disappear, retreating to other parts of the State. Their successors in the Catskills do not seem to have left many important records of their occupancy which can be relied upon. But in place of such history we are endowed with a wealth of Indian lore and Dutch tradition which have made the region an enchanted shadow-land of legend and romance.

"Queen of all lovely rivers, lustrous queen
Of flowing waters in our sweet new lands,
Rippling through sunlight to the ocean sands,
Within a smiling valley, and between
Romantic shores of silvery summer green;
Memorial of wild days and savage bands,
Singing the patient deeds of patriotic hands,
Crooning the golden glorious years forseen."



A RUSTIC SCENE BETWEEN
GRAND GORGE AND SOUTH GILBOA

SCENIC BEAUTY.

"If being the best part of a mile in the air, and having views of farms and houses at your feet, with rivers looking like ribbons, and mountains seeming to be haystacks of green grass under you, gives any satisfaction to a man, I can recommend the spot. When I first came into the woods to live I used to have weak spells, and I felt lonesome; then I would go into the Catskills to spend a few days on that hill to look at the ways of man." These are the immortal words of "Leatherstocking," that most original character in fiction so aptly characterized by Carlyle as "the one melodious synopsis of man and nature." Standing half way between savage and civilized life, hear him as he continues: "The river was in sight for seventy miles under my feet, looking like a curled shaving, though it was eight long miles to its banks. I saw the hills in the Hampshire grants, the Highlands of the river, and all that God had done, or man can do, as far the eye could reach."

Who can hope to equal the realistic eloquence of this simple description? See the mighty crags with their gigantic ribs of rock, protruding here and there from the flesh of the mountain like Titanic fortresses against the assaults of ages; their massive slopes clothed in Cyclopean mantles of living green over which the sunshine and shadows of buried centuries have chased each other in cosmic glee. These yawning canyons, dark, deep and cool, where the shimmering trout streams babble among the gnarled roots and mossy boulders, to the echoing refrain of the lichen-clad walls of precipitous rock. Listen to the mellow cadence of Nature's breath fresh from the verdant throat of the mountain. There is naught to disturb the peaceful harmony of this Arcadian realm. See up yonder, at the head of the gorge in which you stand, that slender scarf of sparkling water, wearied at last with its winding career for many a mountain mile, or its dreamy life among the stones and roots of quiet pools, now leaping madly, beautifully over the jutting rock, down, down the precipice hundreds of feet, breaking into a sheeny shower of fleecy foam, sending up a crystal spray, which bedews the surrounding foliage and paints the rainbow across the slanting sunbeams. Or, climb to the breezy crest that pierces the clouds and bathe in the filmy vapor that flits up

IN THE WOODLAND VALLEY.

the mountain side and scuds past your face on the wings of the wind. Wrapped now in mist as in mid-ocean, anon the veil is lifted, the sun breaks through, and you stand entranced at the marvelous beauty of the checkered valley which slumbers beneath your feet. Or, at daybreak, as the sun peers over the rim of the eastern hills and irradiates the sleeping landscape with amber and gold, painting in gorgeous hues the rolling, tumbling masses of cloud far down over the quiet valley. And anon as the vapor lifts and scatters before the rays of the advancing sun, the scene becomes indescribably beautiful. Watch again, as the angry little midday showers gather, break and finish their noisy career, far below the placid sunshine of the mountain top which surrounds you. Or choose some one of the colossal boulders that lie strewn around, as though dropped like a pebble from some mighty hand, and watch the gathering fury of a storm, which no man need ever attempt to portray. And finally, in the evening twilight, when

"The Western sky has trimmed its skirts with ruffles all the way,
And bias stripes of salmon pink and heliotrope and gray."

as the receding sun floods the earth in tranquil glory and paints his transient banners on the easel of Night, you are lost in silent admiration.

"Splendors and blossoms and beauty,
And a charm that cannot be told.
For the days are exquisite poems
Bound in the blue and the gold.
Of the cloudless sky and the sunshine,
And written in measures of light,
They are full of the magical rhythm
Which sweeps through the day and the night.
Oh! the lyrics of dewy morning,
And the sonnets of golden noon,
And the love-songs written in silver,
That flow from the mystical moon.
Oh! the beautiful star-lit nocturnes,
We mortals have called the night,
That are played in deep, minor measures,
When the world has grown weary of light.
Oh! the glorious music and rhythm
Of life—and the world—and the sky,
As they blend in a harmony blissful,
That floats to the Throne on High."

ALONG THE BANKS OF THE ESOPUS.

HOW TO REACH THE CATSKILLS. This is no longer a problem of any moment, and few will need any explicit directions. And yet there are uncomfortable, undesirable routes and methods which may easily be avoided by a little study of this book, which is largely devoted to the details of the best route, the only through car line and all-rail connection.

For some fifty years after its summer charms were first discovered, the region remained practically inaccessible. There was a long and tedious stage-ride from the river, over an atrocious road and up the steep mountain-side at a snail's pace, which was often attended with some danger, and it took a man of vigor and endurance to stand the trip. The steep and stony miles, the jaded horses, and the lumbering old stages were pretty apt to awaken sympathies and feelings not wholly akin to the picturesque sublimity on every side, leaving scant time or mood to indulge his love for mountain grandeur. Invalids, who would be most benefitted by the change of air and scene were unable to make the ascent, the effects of which were so unlikely to be palliated or overcome by the scant facilities for accommodation and comfort then afforded on the mountain. But this was the condition of affairs in the Catskills, with slight improvements, down to 1870, when the iron-horse began to sniff the air of the hills. Here was a charming summer resort wholly undeveloped; the old Greene county section was about the only part known at all. The wildest and most charming region, lying in the counties of Ulster and Delaware, was largely unexplored and completely inaccessible except to the sturdy hunters and bark-men. The great chain of mountains had never been entered on this side where the great popular and easy approach for the entire range was destined to be. The giant Slide Mountain crag, which had overshadowed every other peak for countless ages, was practically unknown, and its superior height quite unsuspected. Thus the varied magnificence of this entrancing region which has now so greatly enhanced the fame of the Catskills, was yet to be revealed.

THE VALLEY AS YOU SEE IT NEAR CHICHESTER.

THE ULSTER & . . . . DELAWARE RAILROAD.

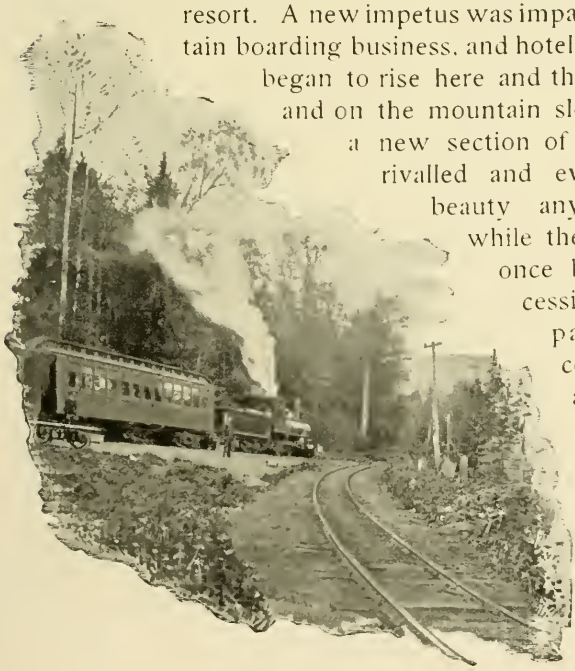
The construction of the Ulster & Delaware line was begun in 1866. Proceeding slowly and cautiously for a time, the iron horse did not really get very far into the mountains until four years later. Even then the project was generally considered wild and ill-advised, with certain failure at the end. But the projectors had faith in the final result and kept stretching out the rails until they reached and crossed the mountains.

Nature may never have dreamed that man would stretch a railroad through this lovely valley, and at times there has been some question as to whether she had been fully reconciled to the desecration. But the engineers found a natural pass here crooked and tortuous though it was, and they followed it up in laying out the line of the road, avoiding any aggressive liberties with the native conditions, as far as posible. Many heavy grades were encountered, and there was a cantankerous mountain creek, with a whole brood of wayward and excitable little tributaries pouring into it from every gorge and gulch which had to be dealt with in a dignified and earnest manner. These were normally quiet and inoffensive, of course; the speckled trout disported lazily in the crystal water which glittered in the noonday sun like silver threads in the woof of the mountain, and rippled in sweet refrain on its winding, woodland way to the river. But when the floods came, these placid and pretty rills swelled into roaring torrents in a few hours, tumbling into the main creek, which in turn, flooded the narrow valley and swept everything down before it. Of course, there was nothing about the railway that would be likely to exempt it from this inevitable rule, or evoke any sympathy from these arteries of the mountains. So the engineers acted squarely on the defensive and built the road on that theory, locating the line with the utmost care and building in the firmest manner. The best materials were used in every case, and the best methods employed to secure stability, security, safety, efficiency and comfort. The roadbed has recently been materially straigthened and leveled, and the

LOOKING WEST FROM BIG INDIAN.

curves perfected by a competent corps of engineers. This was made necessary by the increased traffic and greater speed of trains, which also called for heavier rails and ties and modern steel bridges, all of which have been supplied over the entire line. Several new and attractive station buildings have been erected, and important additions and improvements to the rolling-stock and general equipment, are continually being made. The new passenger locomotives are now heavier and more powerful than formerly and they are constructed from the latest improved designs for speed and efficiency. The new coaches which are added each year, are elegant models of comfort and convenience from the best shops in the country. Nothing that will conduce to the comfort and pleasure of travelers has been omitted in the equipment of The Ulster & Delaware system. It therefore stands to-day second to none in security of road-bed, safety of appliances, general efficiency and comfort of equipment. The policy of the company and its management is to get the best, and operate the line in the best possible manner.

The completion of the road of course proved the great factor in the development of the Catskills as a popular summer resort. A new impetus was imparted to the mountain boarding business, and hotels, large and small, began to rise here and there in the valleys and on the mountain slopes. It opened a new section of the range, which rivalled and even surpassed in beauty any other portion, while the entire region at once became easily accessible. Luxurious parlor and day coaches are now attached to the trains, and the most infirm and debilitated may thus enjoy the benefits of this great natural sanitarium.



A BIT OF SCENERY AT KINGSTON POINT PARK,
WHERE THE DAY LINE STEAMERS LAND.

THE ONLY ALL-RAIL ROUTE; BEGINNING AT KINGSTON POINT, that famous old Hudson river landing of former years, which has now been restored and greatly improved, this mountain track of The Ulster & Delaware line never ends until the entire Catskill range has been crossed, and the village of Oneonta, in Otsego county, 108 miles from this eastern terminus, is reached. Here at the Point, passengers from the elegant and popular Day Line steamers, "New York" and "Albany," may board The Ulster & Delaware trains for any point in the range, stepping directly from their palatial decks to the cars. The transfer of baggage is quickly effected, and there is no change of cars between the river and the hills. After the delightful sail up the river one is ready to enjoy the speedy whirl by train inland and among the mountains to the fullest extent.

The start is made over the river shoal and up the Rondout creek for two miles, when

RONDOUT Sta. is reached. Rondout was formerly a village, and in 1614 the Dutch established a settlement here. It is the river port of the city of Kingston, which was incorporated in 1872. It has extensive manufacturing interests, and has long enjoyed the largest river commerce of any point on the Hudson, except Albany. Several steamboat lines are operated here. The fleet and famous "Mary Powell," makes daily trips between this port and New York during the summer and early autumn. The large steamers of the Central-Hudson Steamboat Co.'s Night Line, and the New York Central trains (by way of the Rhinecliff Ferry) all connect with The Ulster & Delaware.

Leaving Rondout Station, the train winds gracefully up the grade from tide level and intersects with the West Shore Railroad near the center of the city.

LOOKING ALONG THE RAIL ON THE
MOUNTAIN TOP ON A MOONLIGHT NIGHT.

KINGSTON (Union Depot). This is an important station of the West Shore, Wallkill Valley and Ulster & Delaware Railroads, and during the season of summer Catskill Mountain traffic, this is the great diverging point for the mountain region. The fast Catskill Mountain special trains on the West Shore line are here transferred to The Ulster & Delaware track, where powerful engines stand hissing and throbbing, impatiently waiting for the mountain run. These are among the fastest summer trains scheduled upon any road in the country.

From this station, looking directly north, an imposing view of the mountains is presented. The peaks in sight are the famous Overlook, on the left, with Plattekill, High Peak, or Mount Lincoln, the Kaaterskill and South Mountain crags on toward the right. The highest of these is Mount Lincoln, 3,664 feet, and the next in height is the Overlook, 3,150 feet above tide. The large house near the sky is the Overlook Mountain House. The next toward the right is Hotel Kaaterskill, and the last is the old Catskill Mountain House.

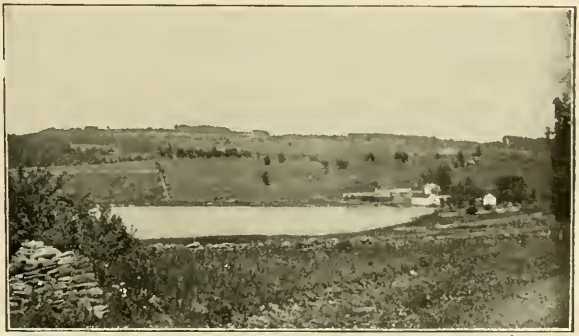
But there is barely time to inspect this view when your train pulls out for the mountains and is whirling rapidly over the lovely fringe of fertile lowland in the northern bounds of the city. You pass within a few rods of the famous old "Senate House," where New York State was born, which is in sight on the left, soon after you pass under the second street bridge. It was built in 1676, partially burned by the British in 1777, and is now owned and kept by the State, having a large and interesting collection of ancient relics and curiosities. The Esopus Creek is next crossed, and the train plunges boldly up the southern slope of the picturesque and beautiful Ulster and Delaware valley, which affords a charming panorama of mountain scenery through its entire length. The ascent here is gradual and continuous, all the way to

A TURN IN THE ROAD
AS YOU GO TO WINDHAM.

WEST HURLEY, ten miles from Kingston Point and 530 feet above the river. This is a small hamlet a few rods to the left, mainly devoted to the quarrying and shipping of blue stone, which is found in great abundance all through this region. There are two or three churches, two hotels, and several stores and shops.

Woodstock is a much larger hamlet, at the base of Overlook Mountain, five miles north, and stages are waiting to convey passengers to that region, which is very pretty and popular with summer visitors, having a large hotel, numerous boarding houses, three fine churches, and many stores. The Overlook is a very imposing crag as seen from West Hurley station, and those who set out to make the ascent will find a fairly good carriage road most of the way, and one of the most charming and extended views from the crest to be found in the entire range.

OLIVE BRANCH is the next station on this level stretch (Ashton Post Office). The aspect is now pastoral and peaceful. The wayside marsh is thickly dotted with wild plants and flowers, especially iris and lilies, which bloom in succession during the summer, presenting an attractive variety of floral beauty, tempting plant lovers from the train at times. The region here is supplied with many modest boarding houses where one may revel in the air of the foothills with great informality and at low rates. Temple Pond is an aquatic attraction, lying at the foot of Big Toinje Mountain, about one hundred feet above the station. It covers about one hundred acres normally and affords boating and fishing facilities.



BISHOP'S FALLS, ALONG THE ESOPUS CREEK, AND ABOUT TWO MILES FROM BRODHEAD'S BRIDGE, A FAVORITE SPOT FOR MANY WHO SUMMER IN THAT SECTION, AND A QUIET PLACE FOR PARTIES TO PICNIC OR RAMBLE.

BROWN'S STATION, three miles beyond, is another quiet boarding section with numerous houses for summer entertainment, and a few summer cottages now creeping in here and there. High Point and the Wittenberg range are now looming up in the distance ahead. A mile-and-a-half south is Winchell's Falls on the Esopus, and just below the stream flows through a picturesque rocky gorge.

Soon after leaving Brown's the train rounds a graceful curve to the right for two miles, and the Esopus creek is again encountered, for the first since leaving Kingston. The stream here divides above the bridge, forming a pretty little wooded island. Hereafter the track and this wayward current of mountain water maintain companionship for twenty miles and more, bending in and out, and crossing and recrossing the waters as the topography of the valley demands, though not implicitly following its every freak and whim. Between this point and Kingston, it winds its weary way over precipitous rocks, through wild ravines and alluvial and fertile meadows for many a mile far to the south. The train now pulls up at

BRODHEAD'S BRIDGE Station. Many are attracted here by the surrounding landscape, with its diversity of broad meadows, towering mountain peaks, and shimmering trout streams. The little hamlet is scattered along the wooded banks of the creek near the base of High Point. Pine Island, which here parts the waters of the Esopus, is a favorite spot for a hammock and a dream, with the rhythmic swirl and gurgle of the rushing waters on either side, and the symphonic whispers of spreading hemlocks overhead. Four gamey streams wend their way through forest and field in different directions. One of these leaps over the ledge not far distant in a sparkling cascade known as "Bridal Veil Falls." A more extended waterfall, however, is Bishop Falls, two miles down the Esopus, a favorite afternoon ramble with many.

DEVASEGO FALLS,
NEAR PRATTSVILLE

SHOKAN, originally spelt "Ashokan," is the next stop after a mile run. It is one of the old Indian names that have been retained in the geographical nomenclature of this region. The place is divided into two parts; about the station is known as West Shokan, the older settlement which antedates the railroad, being a mile toward the east. It is a pleasant hamlet, with churches, schools, stores, and many boarding houses where hundreds of city people pass the summer delightfully and at moderate cost. The famous "High Point" peak, 3,098 feet toward the sky, looms up grandly now on the left, in a south-westerly direction. This is the most southerly peak of the Catskills, and the view from its summit is very extended. The ascent is no longer difficult, there being a well marked road over half the way. Good carriage roads lead out from Shokan in different directions to interesting points. Among those well worth visiting are the celebrated Peakamoose Lake and the "Gulf." The former is a beautiful strip of mountain water where the Rondout creek flows through one of the most charming glens in the world. Speaking of this spot, a recent writer and artist says: "Nothing else in the Catskills approaches it in its peculiar type. For a mile it is a succession of impressive pictures, with cascades and waterfalls innumerable, living pictures of living water."

Looking west from Shokan station a crescent of lofty mountain peaks will be seen. That on the right is the "Wittenberg," 3,778 feet, the next is Mount Cornell, 3,681 feet high. Some two miles beyond this chain is the famous Slide Mountain, the king of the range, 4,205 feet in the air. In the same locality are Peakamoose, 3,875 feet, Table Mountain, 3,865 feet high, and several others. It is the wildest and most interesting group in the entire range, and it can only be reached by way of The Ulster & Delaware Railroad. Leaving Shokan now, the train winds up the valley for three miles, re-crossing the Esopus at a broad bend, and halting briefly at

ONE OF THE PRETTY DRIVES
NEAR GRAND HOTEL.

BOICEVILLE, a way station with many farm attractions for summer boarders. There is here an "Excelsior Mill," with its shredders running day and night. The mountains are now encroaching more and more upon the narrow valley.

COLD BROOK is another way station, a mile beyond, if your train happens to stop there. The Esopus rushes madly by under a new iron bridge on the right, bordered by a tangled mass of wild flowering vines which send up their fragrance to greet the traveler in the car window while he listens to the chattering roar of the stream. Following the Esopus now for a mile along the base of Mount Pleasant, with Mount Tobias and Mount Tremper in the eastern background, across the meadows and orchards which intervene, the stream suddenly bends away and out of sight for a time, and the train soon afterwards stops at

MOUNT PLEASANT. This is in the midst of a most attractive and very popular summer boarding region, with numerous hotels and resting places scattered here and there throughout the charming valley. Roads lead away among the romantic foot-hills of towering mountains to quiet little houses nestling in placid nooks among the brooks and bridges which dominate the locality. Of these there are some forty which receive their guests at this station.

One is here surrounded by high mountains that rise abruptly and aggressively, although the ascents are not difficult. The view from Mount Tremper, especially its western spur, is interesting and the trail is comparatively easy. The Esopus creek winds in and out, and lingers lovingly among the little patches of mountain meadow; and visitors are always delighted with this bit of the Ulster and Delaware valley.

But the train now speeds on this northerly course for about three miles, barely finding room between the assertive old creek and the wagon road for its track, so aggressive are the mountains on either side.

GRAND VIEW NEAR PHOENICIA.

PHOENICIA. This is one of the most important stations on the line. You are now twenty-eight miles from the river and 794 feet above it, with lofty mountain peaks on every hand. It is the entrance of the famous Stony Clove Canyon, and the southern terminus of the Stony Clove and Kaaterskill Branch of the Ulster & Delaware system. You are now well into the mountains and the scenery is wild and picturesque. It is late in the day when the sun peers over the eastern skyline on Mount Tremper, and comparatively early in the afternoon when the western shadows begin to envelop the little hamlet. Meanwhile your engine, having taken a fresh drink of mountain water, gets the signal and skips off up the valley with a business-like snort, winding now closely along the left bank of the Esopus, which lessens in volume as the region of its source is approached. But the little valley grows in wildness and beauty with every mile, and the mountains become higher and grander. Ever and anon you wonder how the rocky wall ahead is to be avoided, but the engine finds the way onward. A mile up the track is "Woodland Valley," opening on the left. It is about nine miles long and reaches to the base of the Wittenberg, Mount Cornell and Slide Mountain. Not in all the Catskills is there a more picturesque and charming wildwood pass than this. Nature has here been largely and admirably left to herself, and here sublime simplicity is truly enchanting. It was formerly known as "Snyder Hollow," and of course there is a pretty stream, with cascades, little rustic bridges and trout, and poetry all the way. Mounts Sheridan, Sherrill and North Dome now soar grandly toward the sky on the right, with other peaks of various local names coming into view in succession as the train proceeds. You soon reach the pretty Shandaken Valley where the mountains begin to recede in the distant background, giving place to the more pastoral features of broader meadows, bending orchards and sloping foothills, with little farm buildings here and there. The big Westkill Mountain, 3,900 feet high, at length appears in the distance on the right and the valley again grows narrow.

THE FOLIAGE IS BEAUTIFUL IN THE MONTHS OF MAY AND JUNE.

SHANDAKEN at an altitude of 1,068 feet is 33 miles from the Hudson. This pretty and most appropriate Indian name means "rapid water." Shandaken has long been one of the most popular summer regions in the Catskills, and it is no small boast for city visitors to speak proudly of having summered here, as many hundreds do year after year. The scenery is varied and beautiful, the streams numerous and gamey, and the air excellent. There are two large hotels within a few rods of the station and many smaller ones scattered all about. There is room for hundreds in and about the hamlet itself, and there are stages in waiting to convey many others miles away to popular resorts in Bushnellville, Westkill, Lexington, Spruceton and other tributary regions, through charming canyons and cloves, and over fair mountain roads. Up the clove to Bushnellville and on a pretty lake in Echo Notch is a lovely six mile ride, with the swift-flowing Bushkill stream babbling and tumbling along the wayside, and ever and anon disputing with you regarding the roadway, which is here treated with scant courtesy by the towering old crags.

This portion of the valley is invested with interest because of its designation as the scene of buried treasure of great value, which once belonged to noted British military officers. The succeeding miles are now more crooked than ever, and three of them bring the train to a halt at

A PIECE OF THE NEW STATE ROAD NEAR BIG INDIAN.

BIG INDIAN, 1,212 feet above the river. The ascent to this point has been very gradual most of the way, but now you look ahead and realize that the radical climb is about to begin. You seem walled in by mountain crags on every side and you may well wonder how the train will manage to reach the summit, nearly 700 feet above, and take only three miles to do it. The deep valley comes to an end a short distance ahead and the rails can no longer evade the steep mountain slope.

While you have been wrestling with these little details of further progress, that you will find so nicely solved by the constructing engineers of The Ulster & Delaware line a few minutes hence, tourists for Slide Mountain and that charming region, had been climbing into the stages with their traps and luggage for that eleven-mile ride, or less, depending upon the destination. This is the station for the Slide and the Big Indian Valley, that most entrancing and delightful canyon which cannot be extolled too highly nor painted in too glowing colors. Nature has here wrought with marvelous skill and design, and there is beauty in every line. The entire valley is an ideal place for summer cottage life amid the placid charms of wildwood and forest. No visitor of the Catskills should fail to ride, or wheel, or walk through this lovely valley. One of the sources of the Esopus sends its crystal water winding through this meadow bottom at its own sweet will, regardless of roads and all other artificial structures. In this the "speckled beauties" disport in goodly numbers, as they do even more abundantly in the famous Neversink region, which is also reached from this valley, and lies beyond the Slide.

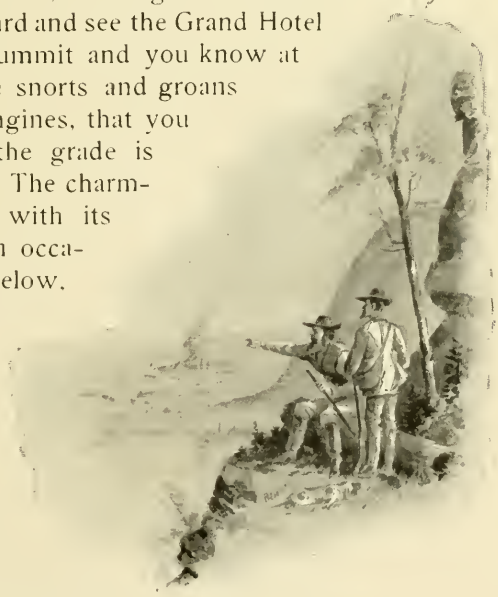
An extra engine is usually added to the heavier trains here for the hills, and while these powerful motors are gathering forces for the climb a romantic bit of Indian tradition may be of interest.

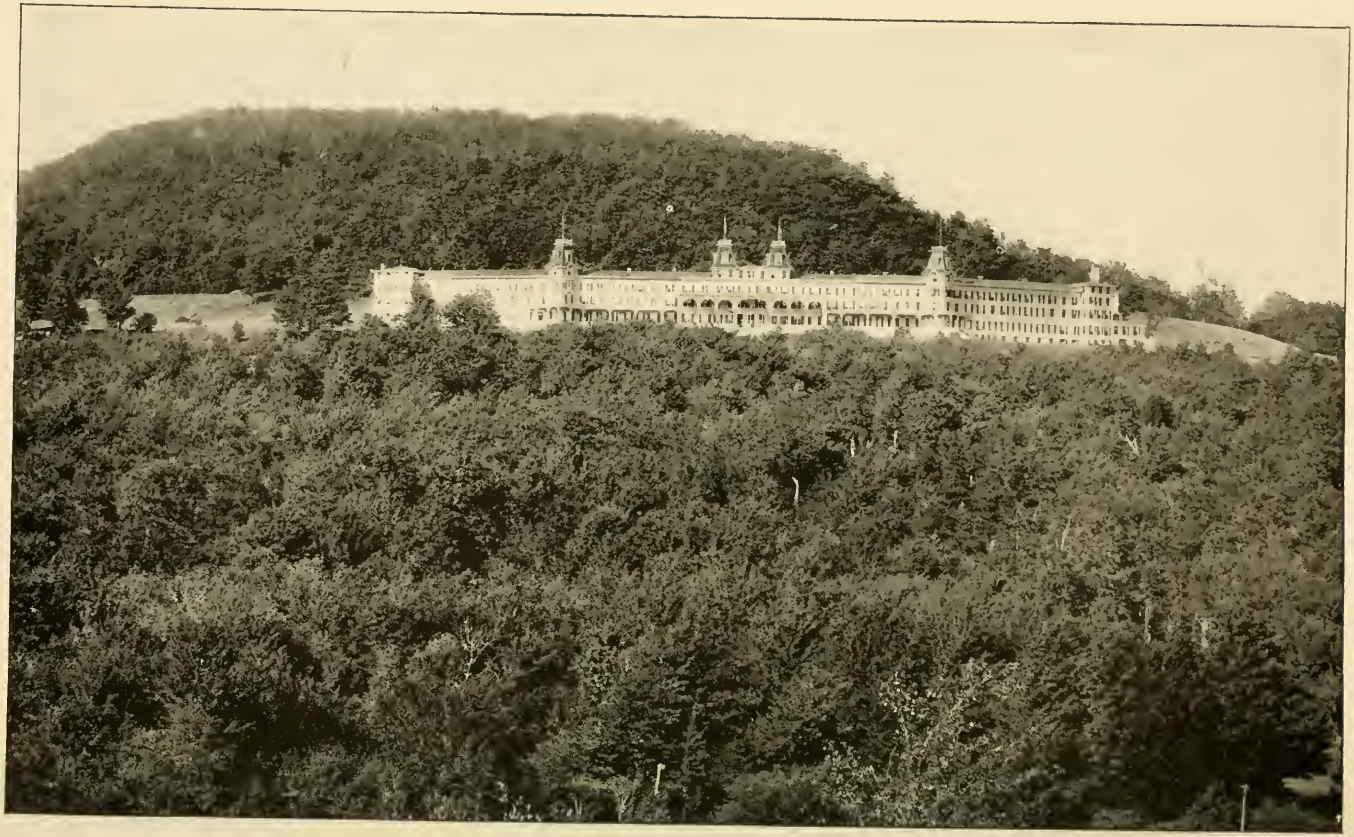
"Big Indian" was a stalwart red man of this locality, seven feet in height. His tribal name was "Winnisook." Like

AS THE TRAIN WINDS AROUND THE GREAT HORSE-SHOE
CURVE BETWEEN PINE HILL AND GRAND HOTEL STATION.

all bad Indians who got the chance, he fell in love with a pretty white maiden of the adjacent plains named Gertrude Molyneaux. But she finally married Joe Bundy, a rival suitor of her own race. The alliance proved unhappy, however, and the young wife was tenderly reminded of what might have been had she married the gallant and dusky warrior of the woods. This feeling finally culminated in a transfer of her affections and person to him. But the climax of Joe Bundy's revenge soon came. While with a company of marauders on a foray of cattle-stealing from the Dutch farmers, Winnisook was seen by the outraged husband, who promtly drew his trusty bead and inflicted a fatal wound, remarking to his comrades, "I think the best way to civilize the yellow serpent is to let daylight into his black heart." The dusky giant was afterward found dead standing upright in the hollow of a big pine near the spot. His faithful widow, upon learning of the tragedy, hastened to the scene, where she fell upon the body in frantic grief, and spent the rest of her life near Winnisook's grave. The stump of the old pine is said to have been covered by the railway embankment.

But the train is already curving out from the station, you look skyward and see the Grand Hotel with towers near the summit and you know at once by the conclusive snorts and groans proceeding from the engines, that you are going up-hill, for the grade is about 150 feet per mile. The charming Pine Hill valley, with its stream, its road and an occasional house far down below, make a fascinating picture. There are numerous visitors for Pine Hill village, which you have just passed and admired so much down in the valley.





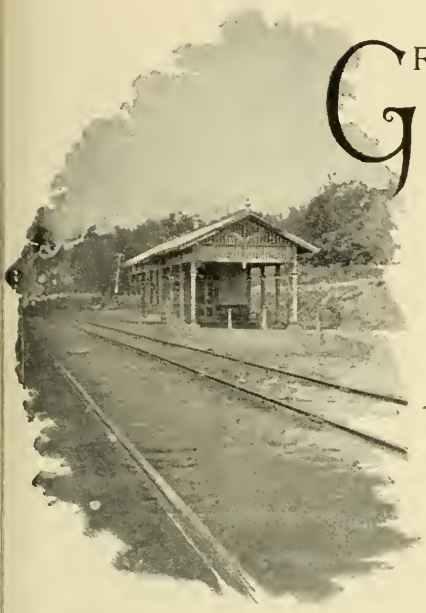
A VIEW OF THE GRAND HOTEL AND MONKA HILL,
LOCATED ON MAIN LINE OF THE U. & D. R. R.

PINE HILL Station is here perched on the steep slope of Belle Ayr Mountain. Hundreds take the stages which are assembled in great array for the short ride down the hill for the charming little village, one of the most picturesque in the range.

The place presents a most attractive appearance from the train, accounting in some measure for its continued popularity with a very large class who have made it their regular summer abode for years. Nearly every house has summer visitors, and there is a degree of informality about the atmosphere not always so prevalent at other resorts, which is satisfactory and enjoyable to the average guest there. The northerly source of the Esopus is here, up Birch creek valley, and with that stream we must now part company, as the drainage from this section of the range will hereafter flow from the summit westward, to the Delaware instead of the Hudson river. This is also a favorite cottage region.

But the clatter and chatter incident to the greeting of newcomers, and the transfer of their baggage, now fades away as the brakes are released and the hissing locomotives plunge boldly into the final climb. The air-line distance to the summit is not over half-a-mile, but there are 226 feet to climb and the track curves sharply around the arcs of a double horseshoe for three times that distance. You see the engines laboring heavily as they almost double up on the train, and the front end of the coach is visibly higher than the rear. But while watching these novel features of modern engineering, don't forget to look backward down the valley, for the view from this mountain breastwork is charming indeed. At length you will note that the motors are breathing more freely and steadily as the Summit is approached. While the whistle sounds, there will be time to admire the handsome cottages in Highmount Park on the right, and perhaps some of the hotels and summer homes on the Belle Ayr slope to the left. But you have now reached the summit of The Ulster & Delaware track, 1,889 feet above tide.

LOGGIA AND PORTE COCHERE OF THE GRAND HOTEL.



GRAND HOTEL STATION is now the stop, and a most important summer station it is. The second largest hotel in the Catskills, the Grand Hotel, is less than half a mile up the hill and in plain sight. It stands on a commanding terrace of Monka Hill Mountain, and on the dividing line between Ulster and Delaware counties. From it the view of mountain and valley is superb, rivaled only by the crest of the mountain itself in the rear, to which the ascent is short and easy, bringing one 2,489 feet in the air with a view free from obstruction on every side. Toward the south is Slide Mountain, barely overtopping its aspiring neighbors, with the lovely valley, through which you came, in the foreground; toward the west are farms and hamlets of Delaware, and far below the shelving rocks on which you stand is the green valley of virgin forest; and toward the north and east are mountains piled on mountains. The Belle Ayr slope, here known as "Highmount," is dotted here and there with pretty cottages in a park of 1,500 mountain acres, with an average elevation of over 2,000 feet. The region also abounds in interesting drives and finny brooks, which greatly enhance the normal pleasures of mountain summer life.

Gently now the train begins to move down the hill, and soon the brakes are firmly set and all steam is shut off for the great slide. You see an occasional cottage in the ravine on the right and anon a trim and pretty hamlet in the valley, with many elaborate and costly cottages surrounded by well kept lawns and handsome grounds, some of which have been carved out of the mountain side itself, so little room is there in the valley basin. The station is

THE RAILROAD ON THE SIDE OF PINE HILL MOUNTAIN
WITH PINE HILL VILLAGE IN THE DISTANCE.

FLEISCHMANN'S (Griffin's Corners). Many men of wealth and station have beautiful cottages and grounds here, especially the well known Fleischmann family, which has had so large a share in the development of the place. Many of these handsome homes are on the bluffs, south of the track.

There is now a change of landscape; the wild and mountainous aspect peculiar to the Ulster section giving place to the pastoral and placid features of cleared land and agricultural life. You are now entering a dairyland, with its thoroughbred cows, its rich milk and gilt edged butter, the home of the sugar-maple and the luscious products of the sap-bush. The trickling stream on the right is the East Branch of the Delaware, which soon gathers volume and force as we proceed. The mountain slopes are now more gentle and sparsely wooded. Though yet set with stumps and stones, with an occasional protrusion of rock, they yield more readily to cultivation.

THE VILLAGE OF GRIFFIN'S CORNERS.

ARKVILLE is the next station, four miles further down the valley and 1,372 feet above tide, the lowest point reached by the rails in Delaware county. It is an important station because of the several tributary regions converging here. Margaretville, one and one-half miles distant on the left, is a charming little hamlet at the base of Mount Pakatakan, one mile below the confluence of Dry Brook and the East Branch and partly covering the ancient site of the Tuscarora Indian headquarters. The rural setting is marvelously attractive, and many artists of note have built summer studios here and in the environment of Arkville. There are churches, stores waterworks, a weekly newspaper, a fair ground and race track and several hotels. Stages connect with leading trains at Arkville for Andes, twelve miles; Shavertown, fifteen, and Downsville, twenty-six miles away. Furlough Lake, the mountain home of George J. Gould, is only seven miles distant. This entire region has long been a famous trouting section. Dry Brook is a favorite stream with fishermen, having ample water to shield the wary game. Near Arkville is an artificial cave with strange hieroglyphics rudely carved upon its inner walls, which attracts many visitors.

On leaving this station the train curves sharply toward the right at an obtuse angle, abandoning its southwesterly course upon which it lately entered, and pursuing nearly the opposite direction for several miles, Arkville being in the vortex of the angle. You are now entering a charming glade known as the valley of the East Branch: a fine dairy section, with succulent grasses, milch cows, milk, milk cans and milk stations in full supply. The little stream loiters lazily and winds in and out with wondrous beauty through the level vale, evidently on grace and pleasure bent, for there seems no other reason for avoiding a straight course, unless it was to increase the charms of the landscape and annoy the sturdy farmers who till the marginal meadows. To some the water may seem to run the wrong way, but it doesn't.

ANOTHER PIECE OF NEW STATE ROAD EAST OF SHANDAKEN.

KELLY'S CORNERS is the first stop on this new course. It is mainly a milk depot, having a dairy in sight across the meadow. Some city boarders are entertained at the pleasant farm houses in the vicinity and they thrive wondrously upon the rich and pure products of the dairy so abundant there.

HALCOTTVILLE is the next way stop amid these quiet surroundings. It has several houses for summer entertainment in and about the hamlet, all of which find guests when the season comes around. A bit of a lake will be seen on the right as the train moves onward, where sundry aquatic sports are enjoyed. There are good roads for driving and cycling leading up and down the valley.

ROXBURY, that quaint and familiar old town near the source of the East Branch, now over a hundred years old, is then reached. The altitude is 1,495 feet and the station is one of the important stops in the Delaware section. Many a family vacation is quietly and delightfully spent in and about this little village every summer, finding entertainment in the numerous dwellings of the residents. The elaborate and imposing granite structure seen at the upper end of the village soon after the train leaves the station, is the Gould Memorial Church. The grounds and stream intervening have been handsomely treated under the direction of Miss Helen Gould, who spends part of her summer at Roxbury, where her father was born and spent his early life.

The mountains are no longer conspicuous by their height in this locality, but seem like hills in comparison to those you have been accustomed to on this route. For three or four miles the wayside aspect changes mainly in detail. But then you pass Irish Mountain on the right and soon afterward Bald Mountain on the left, where the train curves almost at right angles into a deep gorge, running now four or five miles in a northwesterly direction. There is a return of rugged grandeur for a time, especially in the high, shelving rocks that jut out almost over the track as you approach the station of

A RUSTIC SCENE NEAR GRAND GORGE.

GRAND GORGE, 1,563 feet above tide. The hamlet itself nestles serenely down in the valley on the left less than a mile from the station, and will be seen from the car window soon after the train pulls out. It was formerly known as "Moresville," being named for John More, the first white settler, who came there in 1786, and who afterward became the founder of a numerous and influential family in that region. Stages are here taken for Gilboa, three miles, and Prattsville, five miles distant, over good roads and through a lovely section. Both places are on the Schoharie creek, which here flows within about three miles of The Ulster & Delaware road. They are popular summer regions for which visitors leave the train in large numbers.

Prattsville is a delightful old village with an historic aroma, its formation dating back nearly two hundred years. But the mediæval customs of its ancestors have been supplanted by the modern features of mountain village life, and there are very good reasons for its claim as an ideal, quiet, interior village resort. The little streets are thickly shaded and well kept, and there are many rare natural attractions. Devasego Falls, just below the village, is a famous bit of scenery which merits all the admiration bestowed upon it. Pratt's Rocks, so named from Col. Pratt, the noted tanner, and founder of the place, are also near at hand. They are visited by hundreds annually because of the artistic carving in bas-relief, of the old Pratt Tannery, a bust of Col. Pratt, and other figures emblematic of his pursuits and possessions. Upon these high, precipitous rocks the marks of the antediluvian currents are plainly visible.

The wayside now grows picturesque with stumps, stump-fences, rocks and stones, and the train speeds quickly over the six miles intervening between Grand Gorge and

A PICTURESQUE SPOT
AND A GOOD TROUT STREAM.

SOUTH GILBOA. Here the summit of the Delaware county track is reached, 1,747 feet above tide, which you have approached so gradually through the glade that you can scarcely realize it is within about one hundred feet of the Pine Hill summit. There are a few quiet boarding places in the vicinity and boating facilities upon Mayham's Lake near the station. The hamlet is two miles toward the northeast. The train now turns into a westerly course, skipping over the level three miles at a lively rate, when the whistle sounds and you see many passengers preparing to alight, having reached the end of their journey.

A VIEW OF THE VILLAGE OF STAMFORD.

STAMFORD is the station and one of the most charming and popular summer villages in all the Catskills, for which there is ample reason. No visitor will regret the long seventy-five mile ride from the Hudson, or seventy-two from Kingston, even though he may have failed to fully admire and appreciate the wayside scenery. The elevation is 1,790 feet, and the grand and massive crag of Mount Utsayantha rises directly from the village streets over 1,500 feet higher. The place is distinctly modern in all its features, having fully outgrown every ancient aspect and custom years ago, although possessing a history replete with interest. The town was settled by a people from Stamford, Conn., hence its name. Utsayantha, which might well have been retained, but for the patriotic spirit of its New England founders, was a beautiful Indian maiden, concerning whom, her white husband and their little babe, forest tradition hands down a tragic story. Near the village site was also the scene of a desperate battle between the patriots, the Tories and the Indians over a century ago. Its history as a summer resort, however, does not extend much over twenty years. But its growth and development since then has been simply marvelous. There are now a score of large hotels and smaller houses, and nearly two thousand guests may find accommodations within the village limits.

While Nature has indeed been exceptionally lavish in her gifts, the thrift and enterprise of the Stamford residents, so clearly visible at every step, have had a large share in the development and success of the place. They seem to have vied with each other in their improvements of their individual property, whilst the public affairs of the village have been managed with jealous care on progressive lines. The buildings are especially attractive in design and careful preservation. The streets are bordered with handsome lawns unobstructed by

ONE OF THE BEAUTIFULLY SHADED STREETS, STAMFORD, N. Y.

fences, and overarched by rows of majestic maples. There are miles of bluestone sidewalks, a fine water and sewer system, electric and gas illumination, good telephonic facilities, five thriving churches, a Union Free School and Seminary, a Public Library, National Bank and two sprightly weekly newspapers. The crest of Utsayantha Mountain, 3,365 feet above tide, is easily reached by a good carriage road. It has an observatory from which twenty thousand square miles of mountain territory, including thirty prominent peaks, and portions of four states may be seen, with the cities of Albany and Schenectady in the distance. The village site, overlooking the broad valley entrance where the headwaters of the Delaware are received, is charming. The region forms the watershed between three river basins. One mile east is Bear Creek, which empties into

the Schoharie, and within fifteen minutes' walk west, is the source of streams which are tributary to the Susquehanna. Thus within the radius of a single mile one may drink from the headwaters of three great rivers. The roads all about are excellent and there is every inducement and much enjoyment in driving and cycling along these rippling streams, and through the pretty wooded glens.

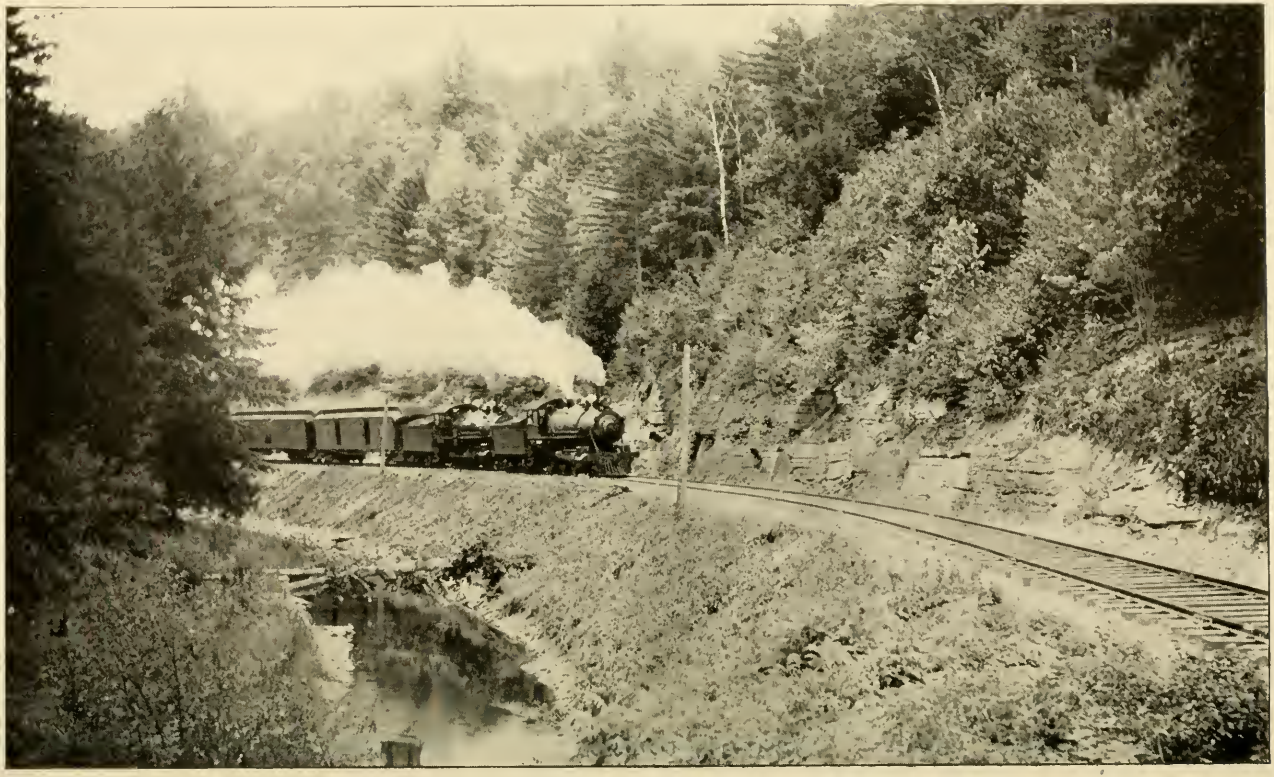
THE ARCH BRIDGE OVER A TROUT STREAM THAT RUNS THROUGH
THE GROUNDS OF A COMFORTABLE COUNTRY HOME IN THE CATSKILLS AT SOUTH KORTRIGHT.

HOBART, four miles beyond, is the next station. It is a pretty little village with a history antedating the Revolution. There is a fine falls, and water power, which gave it the old name of "Waterville," which was afterwards changed at the suggestion of Rev. Philander Chase, the old church rector, who became a bishop in Ohio, in later years. There are several churches and various hotels and boarding-houses where visitors come in increasing numbers each season, delighting to live in this smiling dell in the southwestern margin of the Catskills, seventy-eight miles from the Hudson, and about 1,637 feet above it.

SOUTH KORTRIGHT is at the end of the next four miles down the Delaware. It is the center of a rich dairy section with a large creamery to which some twelve or fifteen hundred cows pay lacteal tribute daily. The town was settled by sturdy Scotch and Irish people, to which nations so many of the Delaware farmers are largely indebted for their rugged and honored ancestry. They came in at an early period and had their full share of the Indian depredations so prevalent at that time. The South Kortright Inn is one of the pleasing new features of this locality, and is an up-to-date and first class place for the entertainment of summer visitors.

BLOOMVILLE is reached after a spin of five miles, and you are now eighty-seven miles from the Hudson river, and about eight miles from the village of Delhi, which is reached by stage after a most interesting drive through this beautiful valley. This is another of the older Delaware towns, which but lately reached by the railway, has not yet developed its summer attractions for city visitors.

The extension of The Ulster & Delaware system beyond Bloomville was completed during the year 1900.



LOCKWOOD'S CUT, EAST OF WEST DAVENPORT.

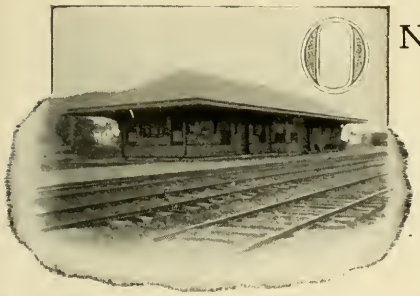
KORTRIGHT STATION is the first stop after leaving Bloomville. This is ninety-two miles from the Hudson river, and the elevation above tide water is 1,868 feet. From the top of this mountain you get an extended view of this beautiful dairy land, and of both Delaware and Otsego counties.

EAST MEREDITH, ninety-nine miles from the Hudson river, and 1,353 feet above it, is the next station. This is one of the desirable country towns, where city people may find a quiet spot for rest and recreation.

DAVENPORT CENTER is one hundred and one miles from the river and the elevation is 1,222 feet. This is another one of those charming country places where you will find the best air, the best water, and plenty of pure milk, butter and eggs for which this country is noted. There are a few desirable small boarding houses, where one may find comfortable quarters during the vacation term.

WEST DAVENPORT is now reached and you are one hundred and four miles from the Hudson. The elevation is 1,178 feet. This is a small hamlet pleasantly located, and within four miles of the western terminus of the line. There are a few comfortable boarding houses located in the village.

RED FALLS, NEAR PRATTSVILLE.



ONEONTA, the western terminus, is one hundred eight miles from Kingston Point and 1,094 feet above tide water. It is the center of a very wide stretch of farming country, situated in a broad valley. The streets are broad and heavily shaded, level and kept in good order. It is also one of the most progressive and charming villages in the State. Its population is from 8,000 to 10,000. It has all modern improvements, including a first-class system of water works, an up-to-date electric light plant, a complete system of sewers, a trolley road connecting the eastern and western ends of the town, and many handsome and attractive residences. The business portion of the town is well equipped with fine business houses, stores and markets. It also has a modern and well-fitted theatre, first-class hotels, a normal school which has some 500 students. The place also has two fine clubs, banks, a very handsome Y. M. C. A. building, several beautiful churches, one of the largest fair grounds in the State, and many other attractions. At Oneonta, The Ulster & Delaware connects with the Susquehanna Division of the Delaware & Hudson Railroad. Also with the Cooperstown Branch of the D. & H. system and with the trolley line running to Cooperstown and Richfield Springs.

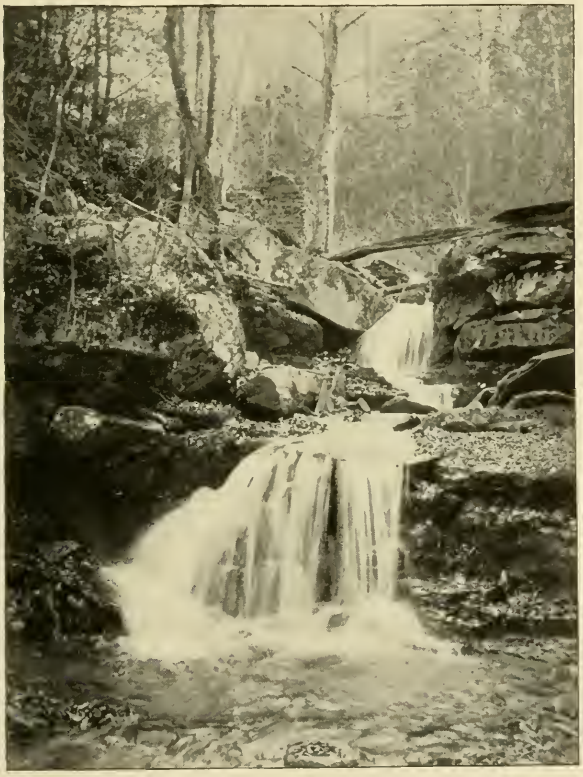
The variety of scenery through the "Haunts of Rip Van Winkle" after a trip along the famous Hudson river, either by rail or boat, thence through the Charlotte Valley, makes this a charming trip and the favorite route to those popular resorts.

Cooperstown is a village of handsome residences, pleasant homes, and the hand of elegant culture is everywhere to be seen. The village has an excellent system of water works, the supply being taken from Otsego Lake. The water is as pure and wholesome as can be secured in this state.

It has many charming walks and drives, and is a good center for excursions. The lake supplies good boating and fishing.

AS THE TRACT RUNS THROUGH THE STONY CLOVE.

THE STONY CLOVE AND KAATERSKILL BRANCH. In order to reach the Greene county section of the range, so long and justly famous in song and story for its rare scenic attractions, where thousands of summer visitors from every clime have revelled and recuperated year after year, the main line of The Ulster & Delaware system must be left at Phœnicia, and now visitors for that delightful region may reach it without change of cars. The little narrow-gauge track has been replaced with heavy rails of steel and made into standard gauge in conformity with the parent system. Steel bridges, heavier ties, perfected curves, elegant new rolling-stock, and every facility has been provided for the increased travel through the famous Stony Clove.



This means through parlor cars from Philadelphia and New York to Hunter, Tannersville, Haines' Corners, the Laurel House, the Kaaterskill Hotel and the Catskill Mountain House.

This announcement will be hailed with joy by every visitor and entertainer in that charming region, which at last will have all the modern railway facilities heretofore enjoyed in other parts of the Catskills.

SUNSET ROCK AND ONE OF THE
HIGH PEAKS ACROSS THE GORGE.

Many pages might well be devoted here to the entrancing scenery which unrolls like a panorama as the train proceeds through this wonderful valley and mountain canyon, known far and wide as the Stony Clove Notch. Though familiar with all the graphic descriptions upon paper and canvas, one is sure to be surprised with the charming reality. Geologists differ widely as to the probable cause of this marvelous cleavage of the crags as seen in this Notch, or at what stage of the world's history this mighty upheaval took place. While the transverse strata or rock on either side, closely corresponding in character and elevation, seem to have been severed and forced asunder a few rods by some Cyclopean impulse and then held immovable, we can get no further in our speculative dream than that. Nature closes the door at this point upon human investigation and courts our admiration only. Surely no visitor to the Catskills will care to miss a trip through the Stony Clove.

Leaving Phœnicia the train sweeps over the Esopus and around a broad curve to the right, pursuing a northeasterly course most of the way. Much of the grade is heavy, reaching a maximum of 187 feet per mile near the Notch. The summit there is 2,071 feet above tide, and there is a climb of 1,273 feet in ten miles. But the engines pull up the trains at a lively rate, and you are charmed amid the marvelous beauties of this primeval bit of nature. The first station on this branch is

SOME OF THE MOUNTAIN PEAKS NEAR CHICHESTER.

CHICHESTER. It was named for the Chichester family which came originally from Wales. There are extensive manufacturing plants and a collection of small dwellings down in the valley. Chairs and fine cabinet work are made there, to which the place is devoted. Soon after leaving the station, if at the right season in June, you pass through a perfect flower garden of mountain laurel, which extends for acres upon either side, each shrub a gorgeous mass of pink beauty in a setting of dark green leaves. In fact, this entire route presents a charming variety of wild flowers, ferns, trailing vines and green shrubbery which bloom in succession during the summer, filling the air with wild-wood fragrance. Lovers of plants and wild flowers may revel in the woodland treasures which abound in this region. Among the species found are clematis, ferns in great variety, sarracenias, honey-suckles, Indian pipe, daisies, eupatorium, lilies, phlox, and a host of others.

LANESVILLE, five miles up the valley, is the next stop, and a favorite section with modest visitors who prefer to avoid the bustle and crowd of a popular resort. There are several houses in this picturesque locality where solid comfort may be enjoyed, and there is good fishing in the surrounding streams. Steeple Mountain and Burnt Knob rise abruptly skyward over across the valley, and there are various other soaring peaks with craggy crests now coming into view, which add rugged grandeur to the scene. Another three miles upward and onward brings the train to a halt at

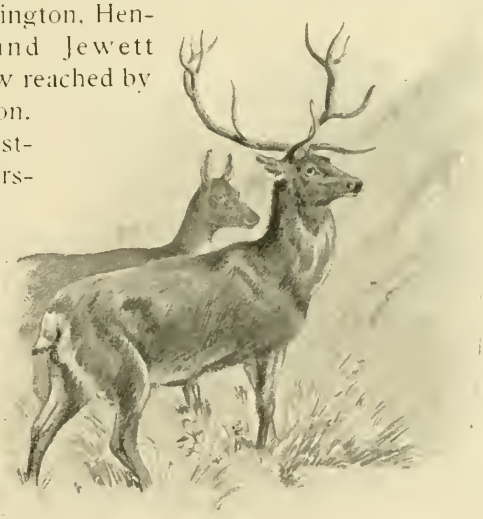
A MOONLIGHT NIGHT ON KAATERSKILL LAKE.

EDGEWOOD, 1,787 feet above tide. There is a rattling saw-mill, and a chair-stock factory, with a few scattering private boarding-houses. But Nature's setting will engage your attention more profitably. Until this point, you have been on the eastern slope of the deep valley, with the Stony Clove creek and the old wagon road far below, and cascades, mills, little churches, schools and cottages at intervals, where a few acres of almost perpendicular meadows have been reclaimed from the relentless grasp of the great crag. The Notch itself is now just ahead, and the valley contracts suddenly as its throat is approached. The valley ends, or rather begins, just here with a broad open pool of water in which the picturesque margin of fallen and upright dead and other green and beautiful spruce trees are reflected. There is now a climb of 280 feet to reach the summit in the Notch, and the grade can no longer be evaded or trifled with. There is not much over a mile in which to make the ascent, and you feel, hear and see that it is uphill. But the engine "gets there" all right. You hear the whistle and bell which waken the echoes in unbending measure, and next you feel the brakes released as the train begins a gradual descent. You are in the Notch, with Hunter Mountain, 4,038 feet, and the second highest in the range, on the left, straight toward the sky, and Plateau Mountain on the right, with a narrow strip of sky far above. The track and the old wagon road are battling for space at the bottom of the gorge for a time; but the rocky and rooty road has the right of way by priority of possession, and it must be duly respected. The air is chill, and you reach for the overcoat and wraps which you have prudently brought with you to the mountains.

KAATERSKILL JUNCTION is at length announced. It is in the woods, with the open valley of the Schoharie on the left, and this is the point where passengers change for the Hunter branch. Continuing this gradual descent on a sharp curve to the left for about two miles along that stream, the famous old village of

THE ROAD FROM THE LAUREL HOUSE
THROUGH THE PARK TO HOTEL KAATERSKILL.

HUNTER is reached. This is one of the most popular summer regions in the Catskills. It is a quaint little mountain village, the town being formerly known as "Greenland." The general elevation is about 1,600 feet, and there is a wealth of picturesque attractions. Bits of ancient architecture are yet to be seen in the mile or more of street that stretches along the northerly side of the Schoharie creek; nor is the modern trend of the present century so much in evidence here as in some other mountain villages. But there are several large and attractive hotels, two or three churches, many stores and shops. "Colonel's Chair" peak, 3,165 feet high, a spur of Hunter Mountain, forms the southern sky-line immediately across the Schoharie, to which the ascent is easy and most interesting, as it is also to the parent crag. In addition to all this, there are miles upon miles of excellent roads, leading out in every direction, upon which the wise and good people of that town have spent over $20,000 during the past years in sensible and permanent repairs, which is bringing its reward in increased number of city visitors who delight to drive and cycle in this charming locality. With all these advantages there is little wonder that so many thousands return to old Hunter year after year to spend their summer. Previous to the railway it was almost inaccessible however, as were the favorite regions of Lexington, Hensonville, Windham and Jewett Heights, which are now reached by stage from this station. But resuming the eastward journey at Kaaterskill Junction, we have still eight miles of rails to traverse before reaching the northeastern terminus of this mountain system. A run of three lovely miles now brings us to



TYROLESE OUTLOOK,
TWILIGHT PARK.

TANNERSVILLE, the first stop. Col. Edwards, of Northampton, Mass., moved in the town early in the last century, and established an extensive tanning plant there; and it soon became a great tanning center, remaining thus until the hemlock bark was exhausted. This fact led to its name. It has long been a very popular boarding section and has recently grown in favor with cottagers. There are numerous large hotels with combined facilities for entertaining over two thousand summer guests. Various social clubs and other associations have been attracted here since the

advent of the railway, purchasing large tracts of mountain land and converting them into parks and fine roadways, and erecting many handsome summer dwellings, fine club-houses, and other convenient buildings. Among these may be named the Elka Park Association over on Spruce top slope, near the source of the Schoharie, seen on the right, Onteora Park across the valley, north of the station, and Schoharie Manor, adjoining Elka Park. The elevation at the station is 1,863 feet, and the train now ascends gradually all the way to the end.

ONE OF THE DRIVES IN SANTA CRUZ PARK.

HAINES' CORNERS is at the end of the succeeding two miles, which are sure to challenge the admiration, even at this late stage of the journey. Another lively station is this, nearly 2,000 feet above the sea. You are now at the head of the famous Kaaterskill Clove, of which there is but one, and the like of which there is no other. For entrancing beauty of situatian it has no equal. The view down the great canyon to the Hudson and beyond, is grand and beautiful, defying all description of pen or brush, and there is rare native charm on every hand. Nothing which man has done—and there is much of his work here—has been able to despoil the mighty chiseling of nature in this great clove, nor even divert the attention for a moment from the sublime and transcendant vastness of this scene. Here at the head of the canyon the water plunges madly over the precipice 160 feet in height, and then descends by a series of cascades and rapids 1,200 feet more in four miles, to Palenville, on its woodland way to the Hudson. Half way down, it is joined by the Kaaterskill stream which tumbles in from the lateral gorge on the left. It is not strange, of course, that people love to linger here, as there are many good hotels, large and small. Just over the falls, and on the massive slope of Mount Lincoln, which here towers 3,664 feet in the air and forms the great south wall of the clove, several parks have been established. These will be seen most effectively soon after the train leaves the station. The first is Sunset Park, above the falls, then follow Twilight and Santa Cruz Parks with their many attractive cottages, casinos and club houses, which together make a very extensive settlement here in the woods in picturesque contrast to the unrivalled mountain setting. A summer home here, with housekeeping cares and fashion at the minimum, and Mrs. Grundy in abeyance, must be, and is, highly enjoyable.

As the train moves onward through this historic region, with the gorge now on the right, you will need to be alert to catch even a passing glimpse of the many objects of interest that appear in quick succession. Through the trees on the right, just before reaching the next station, two miles above, will be seen the celebrated Kaaterskill Falls, which "Natty Bumpo" called "the best piece of work in the woods." The momentary stop is

THE LARGE KAATERSKILL HOTEL CAN BE REACHED IN THROUGH CARS

ONLY VIA U. & D. RAILROAD TO KAATERSKILL STATION

LAUREL HOUSE STATION. A few rods down to the right stands that familiar and historic old resort at the head of this beautiful gorge into which the silvery sheen of sparkling water tumbles hundreds of feet from a solid amphitheatre of shelving rocks beneath which, and behind the falling foam itself you may walk on the other shelves of rock, dry shod, and view the novel scene, which well repays for the labor of the return climb. It is a resort with many hallowed associations extending over three-quarters of a century.

The entrancing spot has inspired the pens and brushes of authors and artists for a century, and its beauty can never fade. Sunset rock, less than a mile along the slope of this gorge, and at an elevation of 2,115 feet, is a famous outlook over the yawning canyon, where Haines' Falls makes a charming picture up at the head of the Clove.

The last mile of the railway is now quickly covered through the forest, and you alight at

KAATERSKILL STATION, on the margin of a beautiful sheet of water known as Kaaterskill Lake, which here nestles lovingly in its mountain basin 2,141 feet above the sea. Half a mile away is the great Hotel Kaaterskill, standing on the crest of the crag and surrounded by a Mountain Park of over 12,000 acres, in which an excellent system of drives and walks is carefully maintained. The view of river and valley from this altitude of over 2,500 feet is unobstructed and charming beyond compare. Prompt and speedy connection is made from every train at this station by light mountain carriages, and the walk up the hill is short and delightful. Here, too, within a short half mile by a lovely road that borders and passes between Kaaterskill and its sister lake, known as North Lake, is the famous old Catskil Mountain House, on that grand old tablerock that has hung there in mid-air, commanding that famous "valley view," the praises of which have been sounded around the world all these years. This old land mark and pioneer summer mountain hotel now opens for its eighty-fourth season.

"'Tis here the eastern sunbeams gild
The hills which rise on either hand;
Till showers of purple mist are spilled
In glit'ring dewdrops o'er the land."

THE FAMOUS OLD CATSKILL MOUNTAIN HOUSE CAN BE REACHED IN THROUGH CARS ONLY VIA THE U. & D. R. R. TO KAATERSKILL STATION.

STAGE CONNECTIONS.

ARKVILLE.—Daily throughout the year: For Margaretville 2 miles, fare 15 cents; Daily except Sunday, throughout the year; Dunraven, 6 miles, fare 25 cents; Andes, 12 miles, fare 75 cents; Lake Delaware, 20 miles, fare $1.25; Delhi, 26 miles, fare $1.50.

Daily, except Sunday, throughout the year: For Arena, 8 miles, fare 50 cents; Union Grove, 12 miles, fare 75 cents; Shavertown, 15 miles, fare $1.00; Pepacton, 19 miles, fare $1.25; Downsville, 26 miles, fare $1.50.

BIG INDIAN.—Daily, except Sunday, throughout the year: For Oliverea, 3 miles, fare 25 cents; Slide Mountain P. O., 5 miles, fare 50 cents; Winnisook Lodge, 8½ miles, fare 75 cents; Branch, 12 miles, fare $1.00; Frost Valley, 15 miles, fare $1.00; Claryville, 22 miles, fare $1.25.

BLOOMVILLE.—Daily, except Sunday, throughout the year: For Delhi, 8 miles, fare 75 cents; Bovina Centre, 6 miles, fare 50 cents.

Delhi stage also connects with morning train on Sundays.

GRAND GORGE.—Daily, except Sunday, throughout the year; For Prattsville, 5 miles, fare 50 cents; Gilboa, 4½ miles, fare 40 cents.

HUNTER.—For Lexington, 9 miles, fare $1.00; Hensonville, 7 miles, fare 75 cents; Windham, 9 miles, fare $1.00; Jewett, 9 miles, fare $1 00; Ashland, 14 miles, fare $1.25.

SHANDAKEN.—Daily, except Sunday, throughout the year: For Bushnellville, 4½ miles, fare 35 cents; Westkill, 8½ miles, fare 75 cents; Lexington, 12½ miles, fare $1.00.

STAMFORD.—Daily, except Sunday, throughout the year: For Harpersfield Centre, 4 miles, fare 25 cents.

Daily, except Sunday, throughout the year: For South Jefferson, 3 miles, fare 25 cents; Jefferson, 7 miles, fare 50 cents; Summit, Schoharie County, 14 miles, fare $1.25; Richmondville, 18 miles, fare $1.50.

WEST HURLEY.—During the summer months only: For Mead's Mountain House, 8 miles, fare $1.00. For Overlook Mountain House, 9 miles, fare $1.25.

Daily, except Sunday, throughout the year: For Woodstock, 5 miles, fare 25 cents; Bearsville, 7 miles, fare 35 cents; Lake Hill, 10 miles, fare 50 cents.

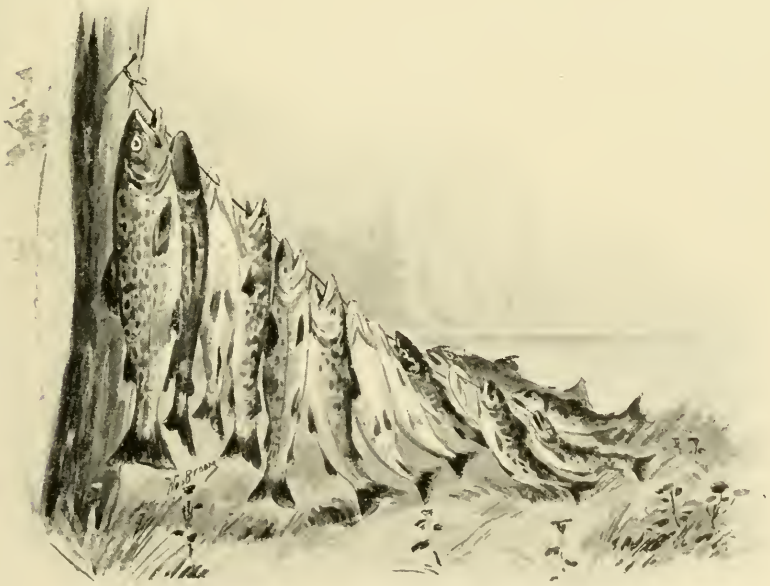
COOPERSTOWN—THE SUSQUEHANNA AFTER LEAVING OTSEGO LAKE.

COOPERSTOWN—A VIEW OF COOPER PARK.

AN IDEAL REGION FOR TROUT FISHING.

The brook trout, that princely member of the finny realm, finds a rare combination of favoring conditions in the Catskills. The slopes and valleys are profusely threaded with streams of the coolest and purest crystal water, in which the speckled beauties disport with abounding joy and content.

A SPECIAL BOOK ON FISHING IS ISSUED BY THE ULSTER & DELAWARE RAILROAD CO., AND WILL BE MAILED FREE TO ANY ADDRESS ON RECEIPT OF TWO CENTS POSTAGE BY THE GENERAL PASSENGER AGENT.



ON THE KAATERSKILL CREEK.

LIST OF STATIONS—ELEVATIONS—DISTANCE TABLE.

Ulster & Delaware Stations on Main Line and Branches.	Elevation in feet above tide water.	Dist. from New York.	Dist. from Kingston Point.	Dist. from Rondout Sta.	Dist. from Kingston. (Union Depot.)
Kingston { Kingston Pt.,	Tide	.....	.....	1	3
Kingston { Rondout Sta.	"	.....	1	.....	2
Kingston { Kingston, (Union Depot)	183	.....	3	2	.....
Stony Hollow	424	97	9	8	6
West Hurley	530	98	10	9	7
Olive Branch	514	101	13	12	10
Brown's Station	527	104	16	15	13
Brodheads Bridge	502	107	19	18	16
Shokan	539	108	20	19	17
Boiceville	609	110	22	21	19
Cold Brook	644	111	23	22	20
Mount Pleasant	713	114	26	25	23
Phœnicia	794	116	28	27	25
Shandaken	1068	121	33	32	30
Big Indian	1212	125	37	36	34
Pine Hill	1660	128	40	39	37
Grand Hotel Station	1889	130	42	41	39
Fleischmanns	1519	133	45	44	42
Arkville	1372	137	49	48	46
Kelly's Corners	1380	140	52	51	49
Halcottville	1403	142	54	53	51
Roxbury	1495	148	60	59	57
Grand Gorge	1563	154	66	65	63
South Gilboa	1747	160	72	71	69
Stamford	1790	163	75	74	72
Hobart	1637	166	78	77	75
South Kortright	1527	170	82	81	79
Bloomville	1493	175	87	86	84
Kortright Station	1868	180	92	91	89
East Meredith	1353	187	99	98	96
Davenport Center	1222	189	101	100	98
West Davenport	1178	192	104	103	101
Oneonta	1094	196	108	107	105
Chichester	1014	118	30	29	27
Lanesville	1355	121	33	32	30
Edgewood	1787	124	36	35	33
Kaaterskill Junction	1722	128	40	39	37
Hunter	1602	131	43	42	40
Tannersville	1863	131	43	42	40
Haines Corners	1920	133	45	44	42
Laurel House Station	2067	135	47	46	44
Kaaterskill	2141	136	48	47	45

LOOKING DOWN OVER 2,000 FEET FROM SPHYNX ROCK,
NEAR CATSKILL MOUNTAIN HOUSE.

LIST OF ULSTER & DELAWARE STATIONS SHOWING RATES OF FARE FROM JUNCTION POINTS TO ALL POINTS ON MAIN LINE AND BRANCHES.

TO \ FROM	Kingston Point	Rondout Station	Kingston (Union Depot)	Oneonta
Kingston — Kingston Point	. . . .	$ .05	$ .09	$ 3.24
Kingston — Rondout Station	$ .05	. . . .	.06	3.21
Kingston — Kingston (Union Dep)	.09	.06	. . . .	3.15
Stony Hollow	.27	.24	.18	2.97
West Hurley	.30	.27	.21	2.94
Olive Branch	.39	.36	.30	2.85
Browns Station	.48	.45	.39	2.76
Brodheads Bridge	.57	.54	.48	2.70
Shokan	.60	.57	.51	2.64
Boiceville	.66	.63	.57	2.58
Cold Brook	.69	.66	.60	2.55
Mt. Pleasant	.78	.75	.69	2.46
Phoenicia	.84	.81	.75	2.40
Shandaken	.99	.96	.90	2.25
Big Indian	1.11	1.08	1.02	2.13
Pine Hill	1.20	1.17	1.14	2.04
Grand Hotel Station	1.26	1.23	1.17	1.98
Fleischmanns	1.35	1.32	1.26	1.89
Arkville	1.47	1.44	1.38	1.77
Kelleys Corners	1.56	1.53	1.47	1.68
Halcottville	1.62	1.59	1.53	1.62
Roxbury	1.80	1.77	1.71	1.44
Grand Gorge	1.98	1.95	1.89	1.26
South Gilboa	2.16	2.13	2.07	1.11
Stamford	2.25	2.22	2.16	.99
Hobart	2.34	2.31	2.25	.90
South Kortright	2.46	2.43	2.37	.78
Bloomville	2.61	2.58	2.52	.63
Kortright Station	2.76	2.73	2.67	.48
East Meredith	2.97	2.94	2.88	.27
Davenport Center	3.03	3.00	2.94	.21
West Davenport	3.12	3.09	3.03	.12
Oneonta	3.24	3.21	3.15	. . . .
Chichester	.90	.87	.81	2.46
Lanesville	.99	.96	.90	2.55
Edgewood	1.08	1.05	.99	2.64
Kaaterskill Junction	1.20	1.17	1.11	2.76
Hunter	1.29	1.26	1.20	2.82
Tannersville	1.29	1.26	1.20	2.85
Haines Corners	1.35	1.32	1.26	2.91
Laurel House Station	1.41	1.38	1.32	2.94
Kaaterskill	1.41	1.38	1.35	2.97

Connections are made at Junction Points as follows:

At Kingston Point with Hudson River Day Line.

At Rondout Station with N. Y. C. & H. R. R. (via Ferry).
Also with Night Line Steamers and Steamer Mary Powell.

At Kingston (Union Depot) with West Shore and Wallkill Valley R. R.
Also via Trolley with N. Y. O. & W. RY.

At Oneonta (stage transfer) with Susquehanna division and Cooperstown Branch of Delaware & Hudson R. R.
Also (stage transfer) with Trolley line for Cooperstown and Richfield Springs.

THE BEAUTIFUL FALLS,
HAINES' CORNERS.

ONE WAY AND EXCURSION RATES FROM NEW YORK CITY TO POINTS ON THE ULSTER & DELAWARE RAILROAD.

STATIONS	Via Hudson River Day Line and Kingston Point.		Via New York Central, Rhinecliff and Rondout Station.		Via Night Line Steamers and Rondout Station.		Via Steamer Mary Powell and Rondout Station.		Via West Shore R. R. and Kingston. (Union Depot.)	
	One Way	Ex'c.	One Way	Ex'c.	One Way	Ex'c.	One Way	Ex'c.	One Way	Ex'c.
Arkville	$2.72	$5.20	$3.27	$6.25	$2.19	EXCURSION TICKETS NOT ON SALE.	$2.44	$4.40	$3.14	$6.00
Big Indian	2.36	4.50	2.91	5.55	1.83		2.08	3.70	2.78	5.30
Bloomville	3.86	7.45	4.41	8.55	3.33		3.58	6.70	4.28	8.30
Boiceville	1.91	3.55	2.46	4.65	1.38		1.63	2.75	2.33	4.40
Brown's Station	1.73	3.20	2.28	4.30	1.20		1.45	2.40	2.15	4.05
Brodhead's Bridge	1.82	3.40	2.37	4.45	1.29		1.54	2.60	2.24	4.20
Chichester	2.15	4.05	2.70	5.10	1.62		1.87	3.25	2.57	4.85
Cold Brook	1.94	3.65	2.49	4.70	1.41		1.66	2.80	2.36	4.45
Davenport Center	4.28	8.30	4.70	9.40	3.75		4.00	7.50	4.70	9.40
East Meredith	4.22	8.20	4.70	9.40	3.69		3 94	7.40	4.64	9.00
Edgewood	2.33	4.40	2.88	5.50	1.80		2.05	3.60	2.75	5.25
Fleischmanns	2.60	4.95	3.15	6.00	2 07		2.32	4.15	3.02	5.75
Grand Gorge	3.23	6.20	3.78	7.30	2.70		2.95	5.40	3.65	7.05
Grand Hotel Station	2.51	4.75	3.06	5.85	1.98		2.23	4.00	2.93	5.60
Haines' Corners	2.60	4.95	3.15	5.75	2.07		2.32	4.15	3.02	5.50
Halcottville	2.87	5.50	3.42	6 55	2.34		2.59	4.70	3.29	6.30
Hobart	3.59	6.95	4.14	8.00	3.06		3.31	6.15	4.01	7.75
Hunter	2.54	4.85	3.09	5.75	2.01		2.26	4.05	2.96	5.50
Kaaterskill	2.66	5.10	3.24	5.75	2.13		2.38	4.30	3.11	5.50
Kaaterskill Junction	2.45	4.65	3.00	5.70	1.92		2.17	3.85	2.87	5.45
Kelly's Corners	2.81	5 35	3.36	6.45	2.28		2.53	4.55	3.23	6.20
Kortright Station	4.01	7.75	4.56	8 85	3.48		3.73	7.00	4.43	8.60
Lanesville	2.24	4.25	2.79	5.30	1.71		1 96	3.45	2.66	5.05
Laurel House Station	2.66	5.10	3.21	5.75	2.13		2.38	4.30	3.08	5.50
Mt. Pleasant	2.03	3.80	2.58	4.90	1.50		1.75	3.00	2.45	4.65
Olive Branch	1.64	3.05	2.19	4.10	1.11		1.36	2.25	2.06	3.85
Oneonta	4.49	8.75	4.70	9.40	3.96		4.21	7.95	4.70	9.40
Phoenicia	2.09	3.95	2.64	5.00	1.56		1.81	3.15	2.51	4.75
Pine Hill	2.45	4.65	3.03	5.80	1 92		2.17	3.85	2.90	5.55
Roxbury	3.05	5.85	3.60	6.90	2.52		2.77	5.05	3.47	6.65
Shandaken	2.24	4.25	2.79	5.30	1.71		1.96	3.45	2.66	5.05
Shokan	1.85	3.45	2.40	4.50	1.32		1.57	2.65	2.27	4.25
South Gilboa	3.41	6.55	3.96	7.65	2.88		3.13	5.80	3.83	7.40
South Kortright	3.71	7.15	4.26	8.25	3.18		3.43	6.35	4.13	8.00
Stamford	3.50	6.75	4.05	7.80	2.97		3.22	5.95	3.92	7.55
Tannersville	2.54	4.85	3.09	5.75	2.01		2.26	4.05	2.96	5.50
West Davenport	4.37	8.50	4.70	9.40	3.84		4.09	7.70	4.70	9.40
West Hurley	1.55	2.85	2.10	3.90	1.02		1.27	2.05	1.97	3.65

THE MT. PLEASANT VALLEY.

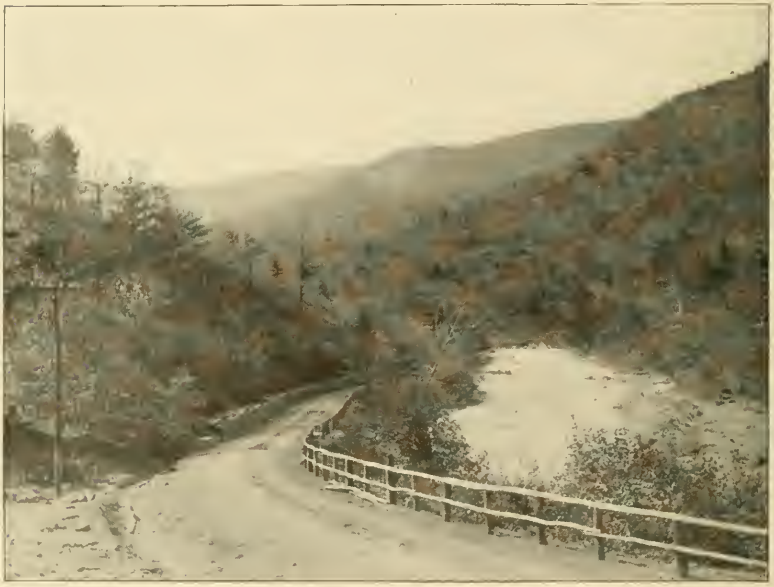
ANNOUNCEMENT.

This book is issued solely for the purpose of furnishing the public with reliable information regarding the Ulster & Delaware Railroad, the great Mountain summer resort and hotel and boarding house accommodations. Also for such other purpose as outlined in the Introductory.

The following pages are *Special* and not intended to convey the idea that this book is an advertising medium, as it is not. They are allotted to the towns, hotels and boarding houses located on or near line of this railroad who desire to use them at a nominal cost, not as advertising, but as special information to the public, and considered of value to those who use this pamphlet.

THE VILLAGE OF PHOENICIA.

PHOENICIA is an up-to-date country village of about 400 inhabitants; it is known as the Heart of the Catskills, for it is delightfully situated at the junction of the main line of the Ulster & Delaware Railroad and its Stony Clove Branch, and at the confluence of the Esopus and the Stony Clove creeks. It was thought one of the nicest spots in the mountains when the Catskills began to be patronized as summer resorts. There was built the first large summer boarding house in the Southern



STATE ROAD AND BROOK VIEW, PHOENICIA.

Catskills, the famous Tremper House, which became one of the choicest hotels in the mountains. No prettier place could have been selected in the whole range. This village is an ideal summer resort for the following reasons: It is the most accessible station on the line of the Ulster & Delaware Railroad, as all trains stop here, and some, "the flyers," run without stop between New York and Phoenicia. A short ride of three hours takes you from or to the city. The business or office man can

easily come to spend the end-week with his family in the mountains, leave here Sunday evening and be in New York at a convenient hour that night, or can leave on Monday morning and be at his office before noon. Moreover, being centrally located, parties residing here for the summer can visit every point of interest at small expense by making one day excursions, either by rail east or west on the Ulster & Delaware Railroad, or north on the Stony Clove and Kaaterskill Branch, livery, or automobile.

A splendid State road, just completed at a cost of upward one hundred thousand dollars, extending over twenty miles east and west of Phoenicia, affords the most pleasant ride that can be enjoyed in the mountains, no grade even too steep for bicycles. It has become the delight of the automobilist, who is apt to make up for lost time when he strikes this State road.

Trout fishing, one of the favorite attractions in the mountains, can be thoroughly enjoyed at Phoenicia, as the finest trout streams of the Catskills are in this section, two of them rippling through the center of the village; they are kept well stocked with the speckled beauties. Good hunting in the surroundings during the fall months, consisting of partridge, quail, squirrel, rabbit, black bear, deer, etc.

CATHOLIC CHURCH, PHOENICIA.

With all the charm and beauty of a mountain village Phoenicia has the best of modern requisites: perfect train service, the mail three times a day—the first brings with your correspondence the New York morning papers, even before

METHODIST CHURCH, PHOENICIA.

your breakfast—an express office, two lines of long distance telephone, a telegraph office, a first-class drug store, two physicians, three general stores, bakery, livery, a public Acetylene plant furnishing an up-to-date light to the streets and public as well as private places. The village is supplied by the best spring water from a covered reservoir on the mountain side. Macadam streets and over a mile of well kept sidewalks are a matter of pride to the villagers as well as of comfort for the summer boarders. Three beautiful and artistic churches: Catholic, Methodist Episcopal and Baptist. A very useful and well kept circulating library is open to the public by paying a small fee. Two lodges, the Odd Fellows and the Knigths of Pythias, hold their weekly meetings here. A large hall with fine stage and good scenery is situated in the center of the village. There many first-class traveling troups entertain the pleasure loving public and help them to drive dull care away. There are five first class hotels and numerous summer boarding houses. Prices

BAPTIST CHURCH, PHOENICIA.

for board range from the moderate at the farm to the higher at the first-class hotel, where the best of everything is demanded and served in finest style, thereby providing an ideal resting spot in this healthy, fascinating resort, for the millionaire as well as the business man of moderate means.

The climate is temperate and bracing, the evenings delightful and the nights always cool but never damp. The warmest summer days are invariably refreshed by a northerly breeze coming down the Stony Clove.

There are many beautiful locations on well shaded plateaus and cosy nooks on the outskirts of the village where summer

SIMPSON'S GROVE, PHOENICIA.

colonies or Parks could be established, affording beautiful views of mountain and valley scenery. One of the finest pine groves at the west end of the village is a favorite place for picnic or fêtes champêtres of near and far.

Any information concerning this place will be gladly furnished by the Secretary of the Phoenicia Improvement Association, Phoenicia, N. Y.

WOODLAND VALLEY. A short mile above Phoenicia village the road leading south would attract hardly more than passing attention. To this perhaps, and the erroneous impression that there is no thoroughfare at the other end of it, may be attributed the fact that Woodland Valley is little known to the public. Moreover, most of the mountain land and all of it at the head of the valley is State Forest Preserve, and the remainder is very jealously guarded by a few private owners. The permanent population is small and scattered.

Yet Woodland Valley is interesting and enterprising; indeed, few communities possess so much of local pride and public spirit as one finds here. Among other things may be noted the district school, a handsome little building, and the Neighborhood House and Union Chapel now being erected, largely the result of popular voluntary contributions.

Woodland Valley is approached through a narrow pass between Mt. Garfield and Mt. Romer and makes its way for about nine miles to the base of Slide Mountain. It is a narrow valley, watered by a fine trout brook and its tributaries, with several interesting mountain peaks within access.

Mount Garfield affords fine views over Woodland, Phoenicia and Shandaken valley from vantage points easily reached. Skirting its base is the road into the Muddy Brook Hollow, a wild bit, and a close rival in scenic grandeur to the Panther Kill Hollow, a quarter of a mile further on. The Ravine and the Amphitheatre in the latter are well worth a visit; a trail leads up and over Panther Mountains (3,760 feet) from this valley.

Roxmor (three miles from Phoenicia), now the center of activity, is a recent creation. Post office, school, Union Chapel and Neighborhood House also are here. The Roxmor colony occupies the tract next to that of the hotel; a short distance further is the studio of Thos. B. Craig, A. N. A.

To those who do not wish to climb high for a fine sweeping mountain view might be recommended a visit to the quarry on the side of Mount Pleasant; from here, too, a trail continues up and over the mountain summit. This and other trails in these parts are the work of the Woodland Trail Club, which has its headquarters at Roxmor.

Just above Brookside Cottage (four miles from Phoenicia)

an old wood road diverges easterly into the Cross Mountain Hollow, with its picturesque brook, ravine and Diana's pool. To the south looms up Terrace, a great, flat, rocky pile forming the grand approach to Wittenberg, and over which the trail is laid. Wittenberg is 3,802 feet high and the trail is estimated to be five miles from base to summit. There are ledges to make it interesting and somewhat strenuous, but it is well worth an effort to get there. The view is one of the finest of the Catskill Mountains. The hardy climber who would continue along mountain tops to Cornell (3,906 feet) and then to Slide (4,206 feet), six miles away, will find the Curtis trail of service.

The head of Woodland Valley is indeed a wilderness. It is here that John Burroughs, the naturalist, pitches his tent. Here, many years ago, came the inspiration for "The Heart of the Southern Catskills" (Riverby) describing Woodland and its mountains, brooks and birds. Mr. Burroughs declares "the valley is as attractive as ever," possessed of a charm that is indescribable.

One may climb, or rather scale, Slide from this side, but the easier approach is by way of Winnisook. Slide is the highest of all the Catskill Mountains. The view is similar to that from Wittenberg, though the latter has the advantage of a less obstructed foreground.

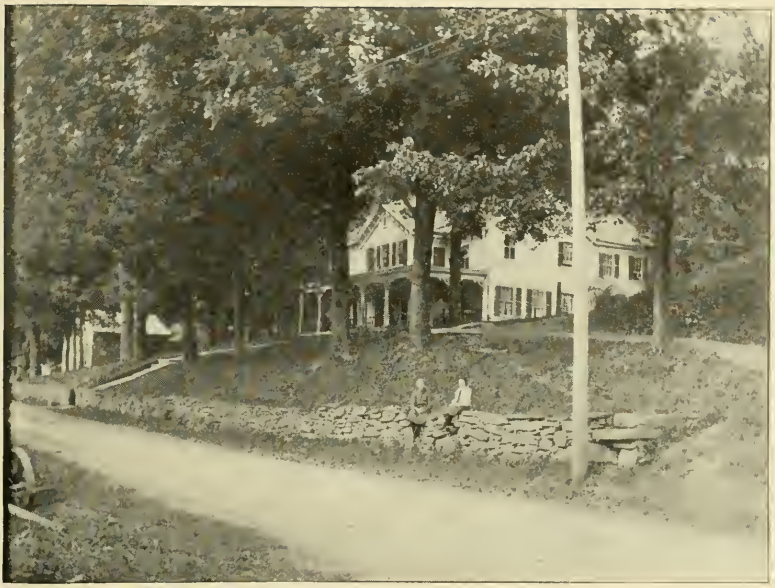
Woodland is naturally a quiet, secluded neighborhood; there is no transient traffic, no excitement; indeed, it offers little to those who prefer gay life. Fishing—and the fishing is excellent—tramping, mountain climbing and driving are the popular pastimes; lovers of nature, of simplicity are attracted.

The resorts in Woodland are Roxmor, three miles from Phoenicia; Brookside Cottage, four miles, and Camp Wake Robin for boys.

WASHINGTON INN,

SAMUEL PROSKEY, Prop. PHOENICIA, N. Y.

Accommodates 250. Terms: Apply.



SIMPSON HOUSE,

JAY H. SIMPSON, Prop. PHOENICIA, N. Y.

Accommodates 30. Terms: $7.00 to $10.00 per week.

THE GLOBE HOTEL,

J. H. SPENCE, Prop. PHOENICIA, N. Y.

Accommodates 50. Terms: Apply.

ROXMOR,

E. B. MILLER. Prop.

WOODLAND, N. Y.

Accommodates 75.

Terms: Apply.

CAMP WAKE ROBIN,

FOR BOYS.

Apply to:

E. B. MILLER,

Woodland, N. Y.

THE LAFAYETTE,

MISS ANNIE COGAN. PHOENICIA, N. Y. (Riseley's P. O.)

Accommodates 40. Terms $7.00 to $9.00 per week.

THE JEFFERSON,

FREDERICK BARDES, Prop. PHOENICIA, N. Y.

Accommodates 12. Terms: Apply.

STAMFORD-IN-THE-CATSKILLS.

Surrounded by a group of mountain peaks at the head of the lovely open valley of the Delaware, the situation of Stamford is truly unique. The scenery is varied, including the wild and picturesque. Here are mountains in all their massiveness and grandeur, the valleys with their meadow lands and cultivated fields, and herds grazing in the rich pastures on the hillsides.

The towering summit of Mt. Utsayantha rises abruptly from the end of the village, and forms the culminating peak of the Catskills westward. A good carriage road leading up the mountain side enables the traveller to reach the observatory 3,365 feet above tide water without discomfort or fatigue. Here the visitor can obtain a splendid view of the Adirondacks, Green Mountains, Berkshire Hills, and twenty-eight other peaks of the Catskills, including Slide Mountain thirty miles distant. Thirty thousand square miles can be viewed from its summit.

In the words of the Rev. Henry Ward Beecher, spoken on the occasion of his second visit to Stamford: "Every one of our party is delighted with his trip, while those who have until now never been this way are surprised—amazed—at the grandeur and glory that has been all around them. Had other eyes than our own beheld, or other tongues reported, we would have questioned and doubted and charged much to enthusiasm; but having seen we know, and knowing we are glad. I have made up my mind that Stamford is the most beautiful village in all this charming interior of this great brood of mountains."

LAKE IN CHURCHILL PARK, STAMFORD, N. Y.

STAMFORD—ITS LOCATION AND IMPROVEMENTS.

The village of Stamford is at an elevation of 1,800 feet above sea level, on the Ulster and Delaware Railroad, 72 miles from Kingston, 33 miles from Oneonta. It is incorporated, and has a population of over 1,000. It has a system of water works, sewer system, electric lights, over five miles of flag stone walks, fine stores and residences, a national bank, and two weekly newspapers, the Stamford Mirror and Stamford Recorder. An opera house with a seating capacity of 1,000, an excellent high school under the Regents, with a faculty of ten teachers and over 300 students; five churches, Presbyterian, Methodist, Baptist, Episcopal, and Catholic; Judson's circulating library of over 3,000 volumes; local telephone exchange; long distance telephone; Western Union telegraph; National Express company; Board of trade; and an efficient Fire Department. There are also good liveries; bowling alleys; base ball, tennis, and golf grounds. We have three New York mails daily during the summer season, four daily through trains from and to New York, with through parlor cars from New York and Philadelphia.

BUSINESS BLOCK, STAMFORD, N. Y.

STAMFORD'S NATURAL ADVANTAGES.

The healthfulness of a summer resort is of first consideration—all other conditions being of secondary importance. Herein lies the chief claim of Stamford upon the attention of those who contemplate a sojourn in the mountains during the heated term. All the prerequisites—pure air, pure water, altitude and evenly cool temperature, here are found, and these paramount attractions have won for Stamford the popularity and high rank it has attained.

A glance at the physical features of this region will confirm the truth of the statement that they possess all the essential qualities for health and recreation. The village of Stamford is located on the western slope of the Catskills, 50 miles from the Hudson, at the headwaters of the Delaware river. This region also forms the divide, or height of land which separates the Delaware from the Schoharie and Susquehanna basins. The advantages of this location are manifold. No salt air from the Hudson valley can reach this place, the high crest of the Catskills preventing its approach; the remoteness from any large body of water is a guarantee of dryness of atmosphere, and the prevailing winds being westerly insure equability of climate. A well known New York physician who has spent several summers in Stamford says "There is absolute freedom from any malarial influences," and all who have ever spent a few weeks in this village have quickly perceived that the air has great recuperative power, owing to the topographical features already mentioned.

MAIN STREET, STAMFORD, N. Y.

STAMFORD—ACCESSIBILITY AND ROUTES.

In considering the advantages of a summer resort its accessibility must not be overlooked, this is the determining point with many people in the selection of a place for their summer outing, the fatigue and discomfort of a long railway journey, followed perhaps by a still more wearisome stage ride, is a serious objection against any resort. Happily with Stamford these objections cannot be raised; the facilities for reaching this place are of the best. Through Parlor Car Trains are run from Philadelphia and New York via West Shore Railroad, which stops at the large cities and towns along the line direct to Stamford without change. This, the Rip VanWinkle Flyer, requires four and a half hours from New York, arriving at Stamford about 4:30 P. M. The N. Y. C. & H. R. R. R. trains to Rhinecliff (opp. Kingston), connect with the U. & D. R. R. by ferry. The Albany Day Line Steamers from New York making connections with U. & D. R. R. at Kingston Point afford a pleasant route for those wishing a delightful sail up the Hudson by daylight. The Rondout and New York night boats connect with early morning train on the U. & D. R. R. for Stamford.

SUMMER HOME, STAMFORD, N. Y.

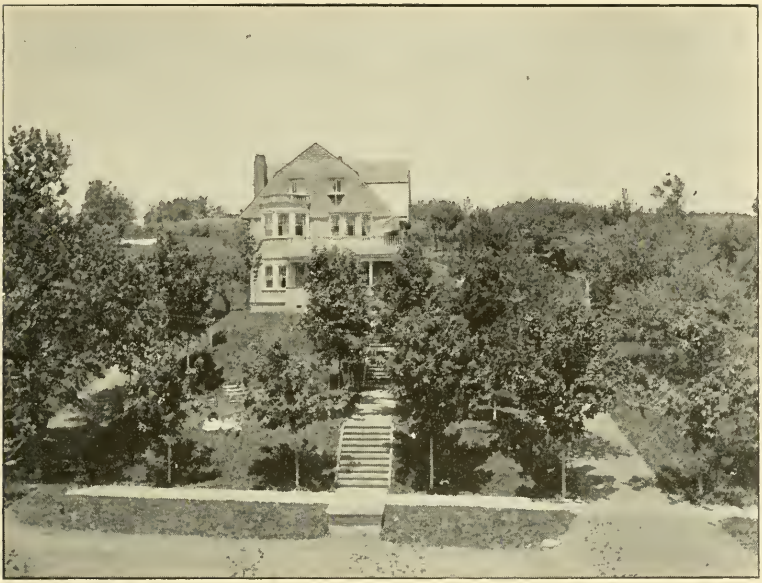
STAMFORD—THE PEERLESS RESORT.

Come to Stamford: Breathe deeply of its health-laden mountain air, perfumed with balsam and fir. Partake of its pure, sparkling spring water. Ascend Mount Utsayantha, from whose summit a scene of sublime beauty is spread before the eye. Revel, afoot or awheel, in the beautiful mountain paths and roads that radiate in every direction—up wooded slopes, beside rippling steams and through winding valleys. Enjoy its varied amusements and recreations—outdoor and indoor—its delightful social atmosphere, and its splendid hotel and boarding houses. For a summer outing such as you have never enjoyed before—come to Stamford. Address any of the following houses for terms and full information:

HOUSES.	GUESTS.
Churchill Hall	300
Rexmere	150
New Grant House	100
Greycourt Inn	75
Kendall Place	60
Simpson Terrace	50
The Hamilton	50
The Madison	50
Cold Spring House	50
Atchinson House	45
Westholm	45
Mountain View	45
The Cornell	35
Ingleside	35
Far View House	30
Sanford Lodge	30
Maple Rest	25

HOUSES.	GUESTS.
Terry Homestead	25
Powell Farm	20
Rosemont	20
Cedarhurst	20
Hubbell Manor	20
Utsayantha Farm House	20
Boyd Cottage	20
Maple Grove Farm House	20
Lawrence Cottage	20
Craft Farm House	20
Eagle's Nest	20
Maple Lane	20
Hollis Cottage	20
The Oneida	20
Hillcrest Cottage	20
Greenhurst	20

The following pages contain cuts of some of the principal hotels.



FAR VIEW HOUSE,

GEO. H. HAGER, Prop. STAMFORD, N. Y.

Accommodates 30. Terms : $8.00 to $15.00 per week.

Hager's Lake.

CHURCHILL HALL,

S. E. CHURCHILL, Prop. STAMFORD, N. Y.

Accommodates 300. Terms: Apply.

THE REXMERE,

S. E. CHURCHILL, Prop. STAMFORD, N. Y.

Accommodates 150. Terms: Apply.

KENDALL PLACE,

G. W. KENDALL, Prop. STAMFORD, N. Y.

Accommodates 70. Terms: Apply.

ATCHINSON HOUSE,

A. B. ATCHINSON, Mgr. STAMFORD, N. Y.

Accommodates 50. Terms : Apply.

THE MADISON,

A. C. VAN DYKE, Prop. STAMFORD, N. Y.

Accommodates 50. Terms: Apply.

THE WESTHOLM,

MRS. W. R. BECKLEY, STAMFORD, N. Y.

Accommodates 50. Terms: Apply.

THE NEW GRANT HOUSE,

O. C. BECKER, Mgr. STAMFORD, N. Y.

Accommodates 100. Terms: Apply.

RESIDENCE OF DR. J. E. SAFFORD,

STAMFORD, N. Y.

Accommodates 12. Terms: Apply.

THE INGLESIDE,

E. L. JONES, Prop. STAMFORD, N. Y.

Accommodates 50. Terms: Apply.

HUBBELL MANOR,

DR. H. B. HUBBELL, Prop. STAMFORD, N. Y.

Accommodates 20. Terms: Apply.

MAPLE REST COTTAGE,

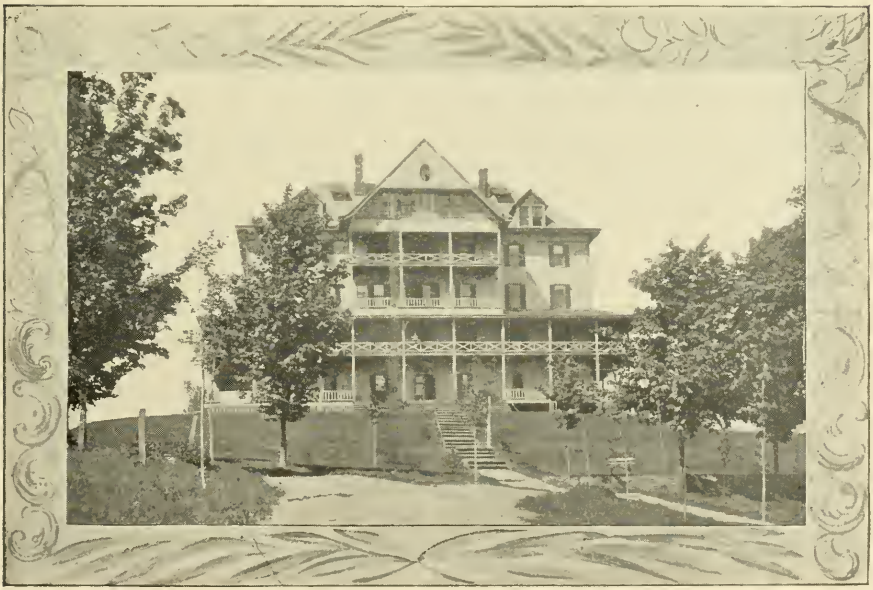
A. W. PARSONS, Prop. STAMFORD, N. Y.

Accommodates 20. Terms: Apply.

MAPLE LANE HOUSE,

J. G. JOHNSTON, Prop. STAMFORD, N. Y.

Accommodates 20. Terms: Apply.



SIMPSON TERRACE,

MRS. R. C. SIMPSON, STAMFORD, N. Y.

Accommodates 70. Terms: Apply.

SANFORD LODGE,

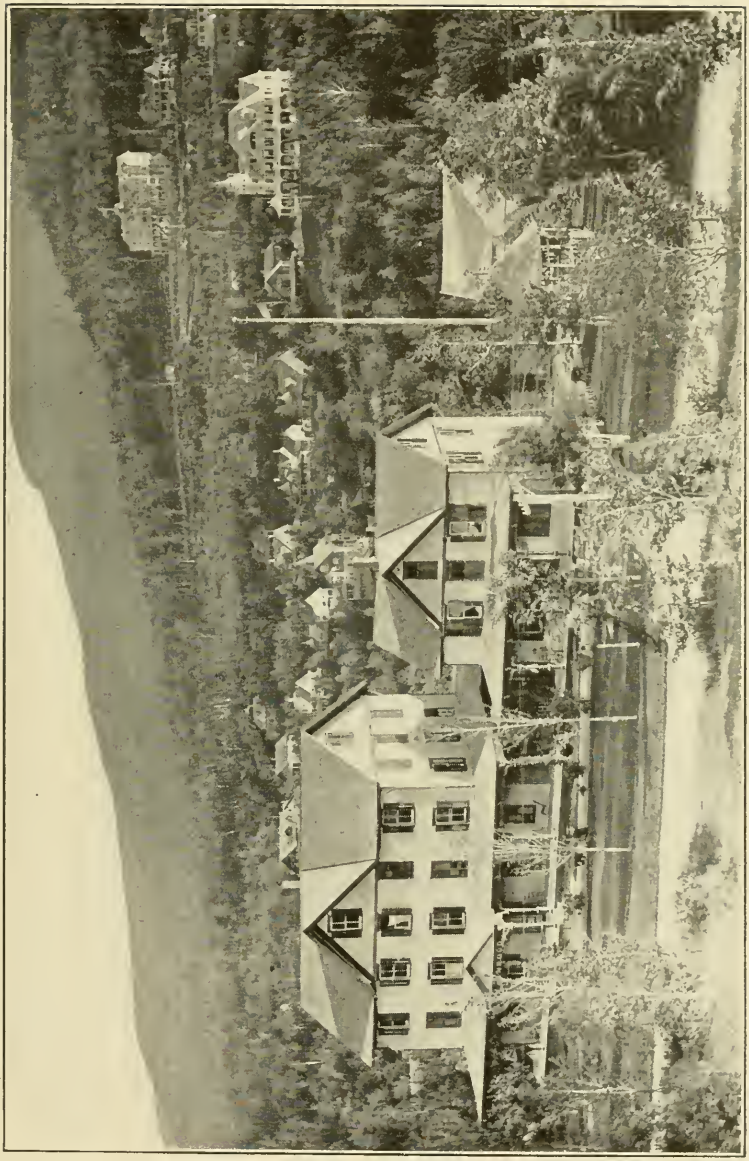
R. M. SANFORD, Prop. STAMFORD, N. Y.

Accommodates 40. Terms: Apply.

NEW SOUTH KORTRIGHT INN,

FRANK G. LYON, Manager, SOUTH KORTRIGHT, N. Y.

Accommodates 30. Terms: Apply.



THE KENWOOD HOUSE,

ELMER E. PELHAM, Prop. HAINES FALLS, N. Y.

Accommodates 60. Terms: Apply.

SUNNYSIDE HOUSE,

MRS. GEO. R. KNAPP. HAINES' FALLS, N. Y.

Accommodates 50. Terms: $7.00 to $10.00 per week.

UPLAND FARM HOUSE,

C. H. LEGG, Prop. HAINES' FALLS, N. Y.

Accommodates 60. Terms: $8.00 to $10.00 per week.

THE HAINES' FALLS HOUSE,

M. R. BAYLIES, Mgr. HAINES' FALLS, N. Y.

Accommodates 100. Terms: Apply.

LOXHURST HOUSE,

C. A. MARTIN, Prop. HAINES' FALLS, N. Y.

Accommodates 100. Terms: $8.00 to $12.00 per week.

MOUNTAIN REST HOUSE,

RACHAEL ANSON, HAINES' FALLS, N. Y.

Accommodates 40. Terms: $7.00 to $10.00 per week.

CENTRAL HOUSE,

GEO. W. REED, Prop. HAINES' FALLS, N. Y.

Accommodates 75. Terms: $8.00 to $10.00 per week.

MAPLEHURST HOUSE,

SHERIDAN L. KERR, Prop. HAINES' FALLS, N. Y.

Accommodates 90. Terms: Apply.

UNIQUE COTTAGE,

FRANK LASHER, Prop. HAINES' FALLS, N. Y.

Accommodates 50. Terms: Apply.

GLEN PARK HOUSE,

OWEN GLENNON, Prop. HAINES' FALLS, N. Y.

Accommodates 100. Terms: Apply.

GEM OF THE CATSKILLS,

JAS. L. PATRICK, Prop., HAINES' FALLS, N. Y.

Accommodates 50. Terms: $8.00 to $10.00 per week.

HIGH VIEW HOUSE,

RICHARD F. HAINES, Prop. HAINES FALLS, N. Y.

Accommodates 50. Terms: Apply.

FENMORE HOUSE,

W. I. HALLENBECK, Prop. HAINES' FALLS, N. Y.

Accommodates 50. Terms: Apply.

BELLEVUE HOUSE,

ALFRED H. LEGG, Prop. HAINES' FALLS, N. Y.

Accommodates 40. Terms: $8.00 to $15.00 per week.

HOTEL HALLENBECK,

R. W. RENNER, Prop. HAINES' FALLS, N. Y.

Accommodates 75. Terms: Apply.

MOUNTAIN SIDE COTTAGE,

OTIS E. VOORHEES, Prop. ASHLAND. N. Y.

Accommodates 25. Terms: $7.00 per week.

THE FAIRMONT,

S. JACOBSON, Prop. TANNERSVILLE, N. Y.

Accommodates 250. Terms: Apply.

TWIN MOUNTAIN HOUSE,

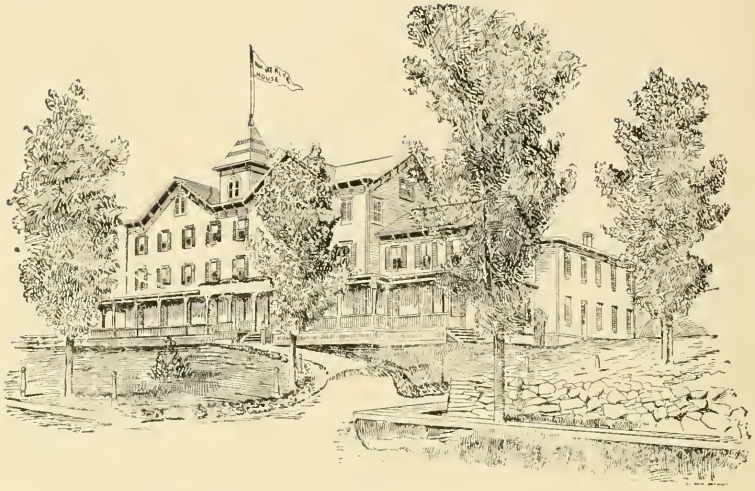
EUGENE M. DIBBELL, Prop. ELKA PARK P. O., TANNERSVILLE, N. Y.

Accommodates 75. Terms: Apply.

HOTEL MARTIN,

W. B. MARTIN, Mgr. TANNERSVILLE, N. Y.

Accommodates 100. Terms: $2.00 and $2.50 per day.



HOTEL WAVERLY,

G. BYCK & SON, Prop. TANNERSVILLE, N. Y.

Accommodates 175. Terms: Apply.

WOODARD HOUSE,

S. SHINER, Prop. TANNERSVILLE, N. Y.

Accommodates 75. Terms: Apply.

CAMPBELL HOUSE,

N. CAMPBELL, Prop. TANNERSVILLE, N. Y.

Accommodates 100. Terms: Apply.

AMERICAN HOUSE,

C. L. WILTSE, Prop. TANNERSVILLE, N. Y.

Accommadates 75. Terms: Apply.

MANSION HOUSE,

MRS. GEO. CAMPBELL. TANNERSVILLE, N. Y.

Accommodates 150. Terms: Apply.

OFFER'S PLEASANT VIEW HOUSE,

CHARLES OFFER, Prop. TANNERSVILLE, N. Y.

Accommodates 100. Terms: $15 to $18 per week.

THE CORNISH HOUSE,

J. C. CORNISH, Prop. PINE HILL, N. Y.

Accommodates 100. Terms: $12.00 to $18.00 per week.

THE RIP VAN WINKLE HOUSE,

FREITAG & MAIER, Prop. PINE HILL, N. Y

Accommodates 175. Terms: Apply.

THE WATSON,

F. W. HILL, Prop. PINE HILL, N. Y.

Accommodates 30. Terms: $8.00 to $12.00 per week.

WAWANDA INN,

S. S. BOUTON, Prop. MARGARETVILLE, N. Y.

Accommodates 80. Terms: Apply.

DEVASEGO INN,

S. D. MASE, Prop. PRATTSVILLE, N. Y.

Accommodates 60. Terms: Apply.

BATHING — NEAR DEVASEGO INN.

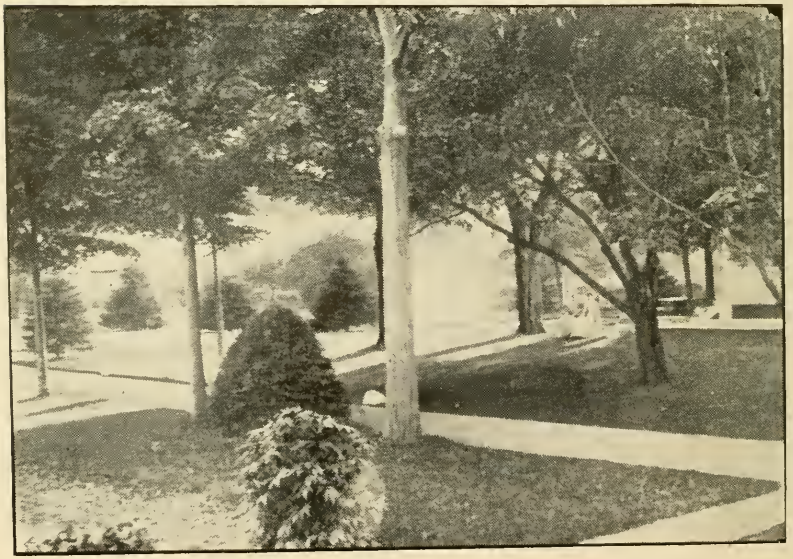
DEVASEGO FALLS.

LAWN — DEVASEGO INN.

THE GRAHAM HOUSE,

W. X. GRAHAM, Prop. PRATTSVILLE, N. Y.

Accommodates 50. Terms: $8.00 to $12.00 per week.



A Bit of Lawn at the Graham.

PLEASANT HOME COTTAGE,

ANDREW CARMAN, Prop. PRATTSVILLE, N. Y.

Accommodates 35. Terms: Apply.

STREET SCENE — PRATTSVILLE.

GILBOA HOTEL,

GEO. A. PETERS, Prop. GILBOA, N. Y.

Accommodates 80. Terms: Apply.

O'BRIEN HOUSE,

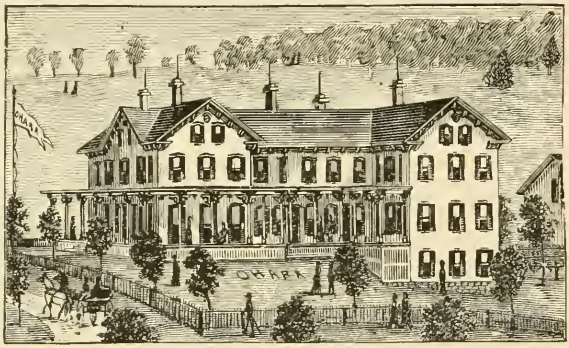
CHAS. O'BRIEN, Prop. GILBOA, N. Y.

Accommodates 100. Terms: Apply.

BREEZY HILL HOUSE,

MILBERT & GREENBAUM, GRIFFIN'S CORNERS, N. Y.

Accommodates 75. Terms: $12.00 to $15.00 per week.



THE O'HARA HOUSE,

B. O'HARA'S SON, Prop LEXINGTON, N. Y.

Accommodates 125. Terms: Apply.

VINING'S FARM HOUSE,

PHILIP E. VINING, Prop. BEACHES' CORNERS N. Y.

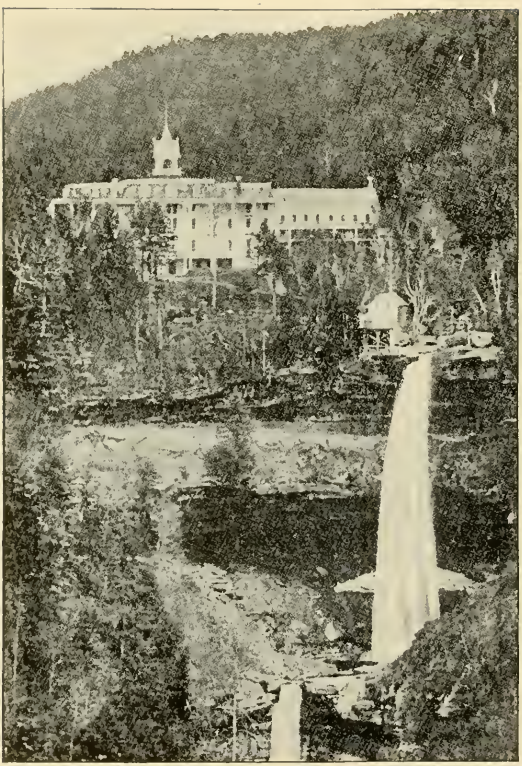
Accommodates 25. Terms: Apply.

THE PINES.

THE PINES,

W. J. SOPER, Prop. WINDHAM, N. Y.

Accommodates 100. Terms: $8.00 to $12.00 per week.



LAUREL HOUSE,

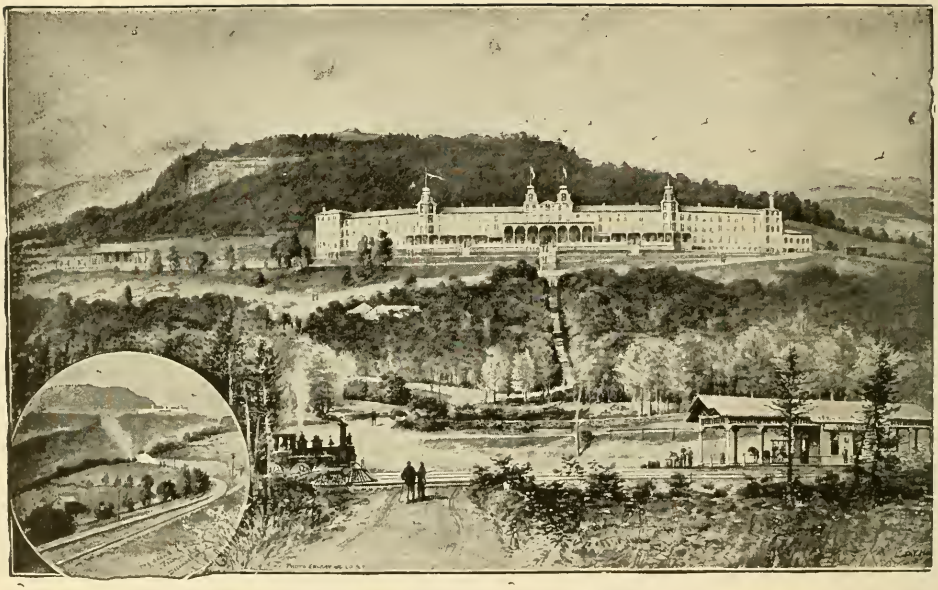
WEISS & INGLESSI, Props. HAINES' FALLS P. O., N. Y.
(Laurel House Sta.)

Accommodates 300. Terms: Apply.

THE WALDORF,

H. C. LANGE, Prop. PHOENICIA, N. Y.

Accommodates 100. Terms $10.00 to $12.00 per week.



THE GRAND HOTEL,

THE GRAND HOTEL CO. HIGHMOUNT P. O., N. Y.

(Grand Hotel Station.)

Accommodates 450. Terms: Apply.

CATSKILL MOUNTAIN HOUSE,

CHAS. & GEO. H. BEACH, Mgrs. CATSKILL, N. Y.

(R. R. Station, Kaaterskill, N. Y.)

Accommodates 400. Terms: $3.00 to $4.00 per day.

LIST OF HOTELS AND SUMMER BOARDING HOUSES

ON OR NEAR THE LINE OF

THE ULSTER AND DELAWARE RAILROAD.

RAILROAD STATIONS.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
WEST HURLEY. Ten miles from Kingston Point. Elevation above tide water, **530** feet.	Bearsville, Ulster Co.	Mrs. J. F. Miller	8	Apply	10
	Woodstock, "	Alexander Elwin	5	$5 to $7	15
	" "	George Mead	7	7 to 12	75
	" "	Aaron N. Risely	4½	5 to 8	60
	" "	W. A. Hildebrandt, The Irvington	5	8 to 10	75
	" "	A. E. Longyear	5	5 to 7	20
	" "	W. A. Sagendorf	3	5 to 7	20
	" "	B. P. Davis	5	5 to 7	20
	" "	Lincoln McDaniel	5	Apply	50
	" "	C. J. Hogan	5	"	30
	Lake Hill, "	E. Howland	10	5 to 7	25
	" "	James Lasher	3½	7 to 10	12
	" "	A. Mosher	9	5 to 7	20
	" "	W. E. Hasbrouck	9	5 to 7	15
	" "	Wilbur Brothers	11	5 to 7	30
	" "	M. Sagendorf	10	5	15
	West Hurley, "	C. C. Scoville	¼	Apply	50
	" "	P. M. Barton	¼	"	10
	" "	Mrs. K. J. Carey	¼	"	25
	" "	Wm. Young	½	5 to 7	10
	" "	Philip Dumond	⅛	5 to 7	10
	" "	A. L. Bonesteel	¼	4 to 6	15
	" "	Nathan Wolven	1	5 to 7	15
	Glenford, "	John D. Brower	3¼	5 to 7	15
	" "	Samuel Brower	3¼	5 to 7	10
	" "	Mrs. James E. Moore	2	5 to 7	10
	" "	A. A. Castle	3	5 to 7	30
	" "	Mrs. Jno. Krom	3	Apply	

WEST HURLEY.	Glenford,	Ulster Co.	Wm. Moore	3	Apply	15
	"	"	Joseph Boice	1	"	8
	"	"	W. F. Ritter.	2	$5 to 7	25
OLIVE BRANCH.	Ashton,	"	Joseph Moylan	¼	Apply	40
Thirteen miles from Kingston Point. Elevation above tide water, **514** feet.	"	"	Wm. Dingman	½	"	25
	"	"	S. Phillips	½	"	15
	"	"	H. Brower	½	"	20
	"	"	C. H. Warren	2½	"	30
	"	"	Geo. J. Whittle	2	"	30
	"	"	T. S. Lenox	¼	"	20
	"	"	I. Stoutenburgh	½	"	10
	"	"	William Kane	1	"	30
	"	"	James Milligan	⅛	"	12
	"	"	E. Everett	1	"	10
	Olive,	"	L. Eckert	3	"	15
	"	"	Mrs. M. B. Keagan	1	"	15
	"	"	Mrs. A. H. Barth	2	"	20
	"	"	A. C. Davis	2	8	35
BROWN'S STATION.	Brown's Station,	"	Philip H. Lasher	1	8	20
Sixteen miles from Kingston Point. Elevation above tide water, **527** feet.	"	"	Albert Brown	¼	Apply	35
	"	"	Egbert Dederick	½	"	30
	"	"	Thomas Carson	1½	"	25
	"	"	Marshall Winn	1	"	35
	"	"	Mrs. S. VanSteenbergh	1	"	15
	"	"	Edwin Burhans	1¼	"	15
	"	"	Mrs. Tina Lasher	¼	"	15
	"	"	Mrs. John Mauser	1	"	15
	"	"	Will Lasher	½	"	15
	"	"	E. Miller	1½	"	30
	"	"	F. Hogan	½	"	20
BRODHEAD'S BRIDGE.	Brodhead's Bridge,	"	A. E. VanKleeck	½	"	25
Nineteen miles from Kingston Point. Elevation above tide water, **502** feet.	"	"	Loren Allen	1	5	10
	"	"	Oliver Davis	½	Apply	10
	"	"	Mrs. D. W. Hover	¼	7	100
	"	"	E. P. James	⅛	7 to 8	150
	"	"	John Rainey	1	5 to 7	20
	"	"	J. W. Bisemer	1	6	40
	"	"	Frank Boice	½	Apply	15
	"	"	Ira Elmendorf	⅛	"	15
	"	"	James McMillan	¾	6 to 7	15
	"	"	Oscar Rider	½	Apply	20
	"	"	Mrs. V. R. Merrihew	⅛	7 to 8	10
	Olive Bridge,	"	N. K. Davis	2	Apply	12
	"	"	J. H. Locke	1	"	8
	"	"	Willis Davis	2½	5 to 6	10
	"	"	T. W. Cornish	2	Apply	10
	"	"	Wm. Haver	1	"	60
	"	"	Jacob Merrihew	2½	"	20

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
BRODHEAD'S BRIDGE,	Olive Bridge, Ulster Co.	Jacob Delamater	¾	Apply	10
	" "	D. & F. Bishop	2¼	"	60
	" "	J. Roosa	3	"	15
	" "	Albert Roosa	2	"	10
	" "	Frank Roosa	3	"	10
	" "	T. J. Wager	1½	"	15
	" "	Benjamin Merrihew	5	"	75
	Krumville, Ulster Co.	Elisha Merrihew	5	"	75
	Samsonville, "	Granville Boice	7	"	10
	" "	Herman Shurter	7	"	15
	" "	Mrs. A. Morse	4½	"	12
SHOKAN.	West Shokan, "	C. H. Weidner	½	$7 to $8	25
Twenty miles from Kingston Point. Elevation above tide water, 539 feet.	" "	Isaac Davis	1	6 to 7	15
	" "	M. Burger	2	6 to 8	50
	" "	Thompson Eckert	1	6 to 7	20
	" "	Mrs. N. B. Crispell, Crispell House	¼	7 to 8	45
	" "	Henry Schmidt	¼	Apply	100
	" "	Hamilton House	....	Apply	50
	" "	A. VanBenscoten	¼	6 to 8	15
	" "	L. Roosa	⅛	Apply	10
	" "	Merritt Crispell	¼	6 to 7	10
	" "	Lewis Boice	1	Apply	15
	" "	Herman Bell	⅛	6	10
	" "	Watson Bishop	⅛	6 to 7	10
	" "	J. J. Hesley	1	Apply	25
	" "	Mrs. Wm. Dwyer	1	5 to 6	10
	" "	J. S. Hill	⅛	Apply	20
	" "	F. Barringer	1½	"	20
	" "	Park Hotel, S. Wank, Prop	1	15 up	50
	Shokan, "	C. H. Davis	1	6 to 7	12
	" "	Richard Cole	1	6 to 7	15
	" "	Mrs. A. M. Harlow	1	5 to 7	15
	" "	Mrs. Susan Eichler	1	7 to 8	100
	" "	D. C. Davis	1	6 to 8	20
	" "	James M. Eckert	1	Apply	10
	" "	John Windrum	1½	6	20
	" "	Mrs. F. Dunigan	1½	6	25
	" "	O. Davis	1½	7	20
	" "	Henry Boice	1½	6 to 9	20
	" "	George H. Windrum	1½	5 to 6	20
	" "	Benj. Secor	2	5 to 6	15
	" "	S. Britt	2	Apply	20

SHOKAN.

BOICEVILLE.

Twenty-two miles from Kingston Point. Elevation above tide water, **609** feet.

MOUNT PLEASANT.

Twenty-six miles from Kingston Point. Elevation above tide water, **713** feet.

Shokan,	Ulster Co.	W. D. Every	¾	Apply	25
"	"	John D. Ennist	1	"	25
"	"	J. J. DuBois	1	"	10
"	"	Apple Grove Cottage, Mrs. I. Every	1	$6 to $7	20
"	"	W. R. Longyear	1	6 to 7	15
"	"	Rosenthal Cottage, Louis Rosenthal	¾	8	40
Boiceville,	"	H. W. Davis	½	6 to 7	50
"	"	R. D. Patchin	⅛	Apply	10
"	"	Mrs. J. L. Patchen	....	"	10
"	"	Levi Bell	1	6	12
"	"	A. Snyder	1	Apply	10
The Corner,	"	William Schumaker	¾	"	40
"	"	Mrs. Davis Winne	2	7 to 10	60
"	"	H. B. Hudler	1¼	Apply	50
"	"	Mrs. C. M. Lamson	¾	8 to 10	40
"	"	S. S. Randall	1	Apply	20
"	"	Brookside	¾	8 to 10	40
"	"	M. A. DeVall	2	Apply	10
"	"	Edwin DeVall	2½	"	20
"	"	Jerome Winne	2	6 to 8	20
"	"	Sherman Lockwood	1	Apply	25
"	"	Miss Ackerley	¾	"	30
"	"	Mrs. R. L. Winne	2	"	30
"	"	Wm. Winne	2	"	20
"	"	Jacob Eichler	¾	"	25
"	"	W. A. Slyvert	2	"	15
"	"	Frank Smith	1	"	15
"	"	Meister & Kealing	....	"	40
"	"	Mrs. J. H. Palen	2½	7 to 8	20
Wittenberg,	"	C. H. Cutler	5	5	8
Longyear,	"	Cockburn House	....	Apply	125
"	"	Mrs. J. B. Winne	⅛	"	20
"	"	A. E. Cockburn	¼	"	15
Lake Hill,	"	R. R. Wilber	6	"	30
"	"	S. G. Wilber	6	"	20
"	"	James Wilber	6	"	20
"	"	S. A. Mosher	5½	"	20
"	"	Wilson Mosher	4¾	"	20
"	"	Egbert Howland	5	5 to 6	35
"	"	W. F. Cooper	4½	5 to 7	20
"	"	Wilbur House	6	6 to 8	75
Willow,	"	Hyram Hoyt	5	Apply	30
"	"	Leonard Hoyt	3½	6 to 7	15
"	"	J. H. Martin	5	7	10

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
PHOENICIA. Twenty-eight miles from Kingston Point. Elevation above tide water, **794** feet. Junction of Stony Clove and Kaaterskill Railroads.	Phœnicia, Ulster Co.	Mary E. Winter	¼	$5 to $8	12
	" "	M. F. Whitney	2	Apply	65
	" "	A. B. Winchell	¼	"	25
	" "	Globe Hotel, J. H. Spence	....	"	20
	" "	Jay H. Simpson	½	7	25
	" "	Mrs. E. Breithaupt	¼	Apply	25
	" "	Washington Inn, S. Proskey, Prop	½	"	250
	" "	James Kinkade	½	"	30
	" "	Geo. Benjamin	....	"	12
	" "	C. E. Lange, "Europa Hotel"	¼	"	100
	" "	Mrs. Newton J. Knapp	½	5 to 7	20
	" "	E. R. Myers	....	Apply	12
	" "	Fred. Bardes	½	"	....
	Woodland, "	J. A. Lord	5	"	20
	" "	"The Roxmore," E. B. Miller	4	"	40
SHANDAKEN. Thirty-three miles from Kingston Point. Elevation above tide water, **1068** feet.	Allaben, "	George Ennist	2	"	35
	" "	Robert Fox	¼	"	12
	" "	G. B. Riseley	⅛	"	20
	" "	George H. Gulnick	⅛	"	10
	" "	S. Y. MacGregor	⅛	"	5
	" "	Jakeway House	1¾	"	15
	" "	Austin Griffin	½	"	10
	" "	William Story	⅛	"	10
	" "	George R. Dutcher	¼	"	10
	" "	Elizabeth Whitney	1	"	20
	" "	J. H. Riseley, Jr.	⅛	"	10
	Shandaken, "	J. S. Whitney	1¾	"	30
	" "	The Clarendon	2	"	80
	" "	Mrs. W. G. Gossoo	3	"	10
	" "	Palace Hotel	1¾	10 to 18	150
	" "	C. A. VanValkenburg	2	Apply	30
	" "	"Woodlyn"	1½	7	10
	Lexington, Greene Co.	S. C. Chamberlain	11½	7 to 8	60
	" "	Henry Hogaboom	12½	7 to 9	50
	" "	J. H. Rorabeck & Son	12	Apply	50
	" "	B. O'Hara	12	10 to 15	200
	" "	Smith House	12	Apply	30
	" "	J. M. VanValkenburgh	12	"	30
	" "	A. J. Pettitt	12	"	15
	" "	Clarence Thompson	12	"	30
	" "	H. Kipp, (Kipp House)	12	"	50
	" "	George Moore	12	"	45

SHANDAKEN.	Westkill,	"	Echo Notch House, R. S. Tuttle	9	$8 to $10	30
	"	"	W. C. VanValkenburgh	11	5	20
	"	"	Sherwood Deyo	9	Apply	10
	"	"	Wm. Blakeslee	9	"	10
	"	"	C. Humphrey	9	"	25
	"	"	W. G. Lilley, (Deyo House)	9	"	75
	Bushnellville,	"	John B. Rider	5	7 to 8	25
	"	"	Jenkins House	5	Apply	40
	"	"	E. Hummell	5	"	20
	"	"	Mountain Brook House	5	"	25
BIG INDIAN.	Big Indian, Ulster Co.		D. C. Dutcher	1/4	"	20
Thirty-seven miles from Kingston Point. Elevation above tide water, **1212** feet.	"	"	Mrs. C. J. Griffin	1	"	40
	"	"	Henry Steger	....	"	30
	"	"	James Donohoe	1	"	50
	"	"	D. C. Myers	1	"	10
	"	"	Isaac Smith	1	"	30
	"	"	Andrus Cole	1/2	"	20
	"	"	W. Marsh	....	"	30
	"	"	The Chieftain, H. Klein, proprietor	1	"	60
	"	"	W. E. Garrison	1/2	"	25
	"	"	G. A. Dutcher	1/4	"	15
	"	"	Chas. Hummell	1/4	"	10
	"	"	B. H. Satterlee	2 1/2	"	8
	Oliverea,	"	Edward Dutcher	2 1/2	"	15
	"	"	Willis R. Robinson	2 1/2	"	25
	"	"	J. Barnum	2 1/2	$5 to $7	25
	"	"	N. W. Rikert	2 1/2	6	10
	"	"	Byron Dutcher	3	Apply	100
	"	"	John Burnham	3	"	20
	"	"	George E. Joshlin	2	7 to 10	75
	"	"	F. A. Brimmer	3 1/2	Apply	40
	"	"	Jerome Aley	2 1/2	"	20
	"	"	Mountain House, Willis Olmstead	2 1/2	"	25
	"	"	M. Maben	4 1/2	"	20
	"	"	Edgar Haynes	2 1/2	"	30
	"	"	M. C. Davis	1 1/2	"	10
	"	"	V. Knight	2 1/2	"	20
	Slide Mountain,	"	Warren Johnson	4	"	30
	"	"	Sidney Dutcher	5	"	50
	"	"	Miles Parker	5	"	25
	"	"	Chas. Andrews	5	"	30
PINE HILL.	Pine Hill,	"	J. C. Cornish	1/4	7 to 15	100
Forty miles from Kingston Point. Elevation above tide water, **1660** feet.	"	"	A. B. Smith, (Alpine)	1/4	Apply	100
	"	"	Johnson House	1/2	"	35
	"	"	Wellington	1/4	"	152
	"	"	The Brewerton	1/4	8 to 12	80

RAILROAD STATION.	POST-OFFICE ADDRESS.			Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.		NAME.			
PINE HILL.	Pine Hill,	Ulster Co.	H. W. Misner	¾	Apply	40
	"	"	Mrs. A. P. Noel	¼	"	25
	"	"	George Cole, Hotel	¼	"	30
	"	"	Rip VanWinkle House	¾	$10 to $18	175
	"	"	John M. Smith	¼	8 to 12	30
	"	"	A. S. Gossoo	1½	Apply	35
	"	"	Orchard Park House	½	"	50
	"	"	J. E. Snedeker	....	"	40
	"	"	G. W. Lament, Hotel	....	"	25
	"	"	H. Crosby	....	"	8
	"	"	Ed. Castle	....	"	10
	"	"	H. Whipple	¼	"	15
	"	"	Grand View Cottage	....	8 to 10	40
	"	"	D. T. Winter, The Winterton	¼	Apply	50
	"	"	B. Dougherty	1	"	30
	"	"	The Watson	½	"	40
	"	"	Geo. H. Gavett	¼	7 to 9	15
	"	"	Bonnie View	¼	Apply	40
	"	"	James Towsend	2	"	10
	"	"	Birch Creek House	½	"	40
	"	"	Elm Tree House	⅛	8 to 15	30
	"	"	H. J. Goldman	¼	Apply	25
	"	"	H. L. Brownell	½	7 to 10	15
	"	"	A. S. Smith, "Grovesmont"	½	Apply	20
	"	"	Mrs. Houseman	1½	"	150
	"	"	Mountain View	¼	"	40
	"	"	Mountain Meadow House	2	"	20
GRAND HOTEL STATION. Forty-two miles from Kingston Point. Elevation above tide water, **1889** feet.	Highmount,	"	Grand Hotel	⅛	"	450
	"	"	Warren Townsend,	2	"	40
	"	"	The Grampian	½	"	100
	"	"	Frank Stillson	⅛	"	15
	"	"	Rossmore House	⅛	8 to 15	60
	"	"	Hollywood Lodge	½	Apply	100
	"	"	A. Gossoo	1	"	30
	"	"	J. Olmstead	1-16	"	10
	"	"	Hemlock Valley House	¼	"	10
FLEISCHMANN'S. Forty-five miles from Kingston Point. Elevation above tide water, **1519** feet.	Griffin's Corners,	Delaware Co.	J. E. Todd, "Sunset View House"	....	....	....
	"	"	Jacob Beihler	1	Apply	30
	"	"	Mr. Sameth	1	"	50
	"	"	Mrs. Alex. Morrison	2	"	25
	"	"	Mrs. John Griffin	1¼	"	10

Griffin's Corners,	Delaware Co.	G. H. Lasher	1	Apply	20
"	"	Mrs. John W. Lasher	2	6 to 7	25
"	"	Ralph Todd	3	7	20
"	"	J. D. Vermilya	½	Apply	25
"	"	Mrs. Nath. B. Furman	2	"	15
"	"	Hotel Switzerland	1	12 to 15	150
"	"	Mrs. Augusta Scott	¾	Apply	20
"	"	Joe DeSilva	1¼	"	20
"	"	David Townsend	1	"	40
"	"	De Witt Morrison	2	"	15
"	"	M. Garrison	2	"	30
"	"	W. D. Ballard	2	"	30
"	"	Louis Metzger	1½	"	40
"	"	D. T. Sanford	2	"	40
"	"	E. J. Hornbeck	2	$5 to $7	30
"	"	R. M. Boughton	2	Apply	15
"	"	D. B. Kelly	2	"	30
"	"	Jas. Blish	2	"	20
"	"	Edw. Robinson	2	"	20
"	"	G. L. Butts	3	"	15
"	"	E. Reynolds	2	"	20
"	"	D. Townsend	¾	"	25
"	"	Geo. Fuller	3	"	35
"	"	Abe Fuller	3	"	35
"	"	John Barrett	1	"	100
"	"	B. B. Streeter	2	7 to 8	15
"	"	J. Munson	1¼	7 to 10	25
"	"	George Fuller	2½	8	25
"	"	Mrs. B. Simons	1	Apply	60
"	"	Ralph Todd	4	8	20
"	"	D. B. Streeter	2	7 to 8	15
"	"	Milbert & Greenbaum	1	Apply	60
"	"	B. Hollenbeck	1¼	8 to 10	20
"	"	H. W. Weeks	1	Apply	....
"	"	J. H. Fisk	¼	"	25
Fleischmann's	"	James K. Curtis	½	"	50
"	"	Jas. Hicks	¼	"	15
"	"	Alonzo Kirk	¼	"	15
"	"	Mrs. Anthony Redmond	⅛	"	....
"	"	N. K. Blish	½	"	15
"	"	C. Robinson	1½	"	15
"	"	O. F. Ballard	½	8 to 12	40
Halcott Centre,	Greene Co	Mrs. A. A. VanValkenburgh	3½	Apply	30
"	"	Avery Boughton	3½	"	40
"	"	J. M. Moseman	3	"	25
"	"	Jeff Mead	4	"	12
"	"	Robert Van	4	"	25
"	"	C. Carman	4	"	25

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
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FLEISCHMANN'S.	Halcott Centre, Greene Co.	J. Whitney	4	Apply	20
	" " "	Lorenzo Van	4	"	25
	" " "	A. B. Jenkins	4	"	10
	" " "	Arthur Wileman	4	"	80
	" " "	Ward Streeter	4	"	25
	" " "	G. Moseman	3½	"	30
	" " "	G. W. Gordon	4	$5 to $6	10
	" " "	Mountain Dale	4	5 to 6	10
	Bedell, "	S. Blish	2½	7	....
ARKVILLE.	Dry Brook, Ulster Co.	D. Todd	4	Apply	25
Forty-nine miles from Kingston Point. Elevation above tide water, **1372** feet.	" "	Jack Todd	4	"	10
	Arkville, Delaware Co.	E. Kelly	½	"	200
	" "	Pakatakin Inn	½	7 to 10	150
	" "	C. F. Hewitt, Commercial House	....	Apply	30
	" "	Kutner House	....	"	80
	" "	R. H. Molyneaux	....	"	30
	Brushland, Delaware Co.	M. Dickson	12	"	8
	" "	Thomas B. Russell	12	8	4
	Margaretville, "	Riverside House	1½	$8 to $10	40
	" "	S. F. Scott	1½	Apply	20
	" "	S. P. Ives	1½	"	30
	" "	Wm. Ackerly	2	"	10
	" "	Mrs. W. N. Allaben	2	6 to 7	20
	" "	P. Dimmick	3	6 to 10	50
	" "	Mrs. E. Keeney, (Meadow Brook Farm)	3	Apply	50
	" "	George H. Hewitt	1½	"	15
	" "	A. J. Benedict	3	5 to 7	20
	" "	W. Augustus Boyes	1½	Apply	40
	" "	Albert A. Halpern	1½	7	15
	" "	Mrs. Jannett Gill	2	5 to 7	15
	" "	W. F. VanBenschoten	3	6 to 8	20
	" "	Mrs. S. S. Bouton, Wawanda Inn	1	Apply	75
	" "	W. H. Brown	1	"	20
	" "	C. E. Swart	1	"	10
	" "	N. VanBenschoten	3	6 to 7	25
	" "	Pocantico Inn	1½	Apply	100
	Andes, "	Isaac Samuels	12	"	20
	" "	Frank Chamberlain	12	"	20
	" "	Adolphus Frisbee	12	"	20
	" "	J. H. Washburn	10	"	10
	" "	Mrs. E. H. Stevenson	10	6 to 10	10

ARKVILLE.	Andes,	"	.....	John Dickson	12	$5	20
	"	"	.....	William Doig	12	Apply	15
	"	"	.....	Alex. Liddle	12	"	10
	"	"	.....	Martin Coulter	12	"	15
	"	"	.....	Mrs. H. A. Kaufman	12	6	20
	Arena,	"	.....	W. S. Dickson	7	Apply	10
	"	"	.....	Elizabeth Haddow	8	7	10
	"	"	.....	W. J. Davidson	7	Apply	50
	"	"	.....	S. White	7	"	20
	"	"	.....	C. E. Totten	7	"	30
	"	"	.....	Mrs. Rosetta Tompkins	7	"	29
	"	"	.....	C. E. Miner	7	"	25
	"	"	.....	Grant DeSilva	7	"	25
	"	"	.....	Wm, Hull, Perch Lake	9	"	35
	"	"	.....	Henry Hunt	7	"	10
	"	"	.....	R. E. Haddow	7	"	10
	Union Grove,	"	.....	James VanKeuren	10	5	20
	"	"	.....	A. Franks	12	Apply	20
	"	"	.....	E. Dawson	12	"	8
	"	"	.....	Elmer Knapp	12	"	15
	"	"	.....	Orchard Hill House	....	5	15
	Downsville,	"	.....	A. E. Peck	26	6 to 10	6
	"	"	.....	Mrs. A. G. St. John	26	5	6
	"	"	.....	Thomas E. White	26	Apply	..
	Shavertown,	"	.....	Mrs. Edwin Shafer	12	5 to 8	30
	New Kingston,	"	.....	Amos Dumond	8	Apply	15
	"	"	.....	F. M. Ingles	8	5 to 10	12
	Cabin Hill,	"	.....	Miss E. More	7	5 to 6	8
	Dunraven,	"	.....	Ziba Sanford	8	6 to 12	20
	"	"	.....	Olney Smith	7	6 to 10	25
KELLY'S CORNERS.	Kelly's Corners, Delaware Co		.....	N. Beardsley	2	Apply	15
Fifty-two miles from Kingston Point. Elevation above tide water, **1380** feet.	"	"	.....	George Tompkins	1	6 to 7	15
	"	"	.....	Lorenzo Kelly	1	Apply	15
HALCOTTVILLE.	Halcottville,	"	.....	D. W. Hubbell	1¼	"	50
Fifty-four miles from Kingston Point. Elevation above tide water, **1403** feet.	"	"	.....	J. B. Hinkley	1	"	30
	"	"	.....	Kelly Bros.	⅛	"	25
	"	"	.....	Z. R. Williams	⅛	"	15
	"	"	.....	N. C. Harrington	⅛	"	10
	"	"	.....	M. J. Smith	⅛	"	25
	"	"	.....	G. E. Griffin	⅛	"	10
	"	"	.....	E. C. Beardslee	⅛	"	15
	"	"	.....	D. F. Sanford	1½	"	15
	Denver,	"	.....	J. P. Morse, Grassmere House	2	"	30
	"	"	.....	D. W. Roberts & Son	4	"	25
	"	"	.....	N. J Roberts	3	"	25
	"	"	.....	Wendell H. Morse (Morse Farm House)	2¾	"	25

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
ROXBURY.	Roxbury,	T. S. Smith	4	Apply	15
Sixty miles from Kingston Point. Elevation above tide water, **1195** feet.	"	R. S. Smith	½	"	10
	"	Mrs. L. Shutts	1	$6	40
	"	W. Barrett	¼	Apply	25
	"	R. F. Keator, Isabel Brodrick, Lauren Villa	¼	10 to 18	75
	"	F. Richtmyer	½	Apply	30
	"	Mrs. S. C. Scudder	¾	7 to 8	10
	"	Mrs. E. B. More	2½	Apply	15
	"	A. Cartwright, Jr	¼	"	25
	"	G. S. Dudley	....	6 to 8	15
	"	S. Lee Decker	1	Apply	10
	"	A. J. Craft	¼	"	20
	"	Mrs. Mary Kilpatrick	....	"	10
	"	Otis P. More	1	"	20
	"	Mrs. Sarah Robinson	¼	"	10
	"	Mrs. O Montgomery	¼	6 to 8	10
	"	M. D. Parsons	¼	Apply	20
	"	Jas. McIntosh	3	"	10
	"	A. Ruteshouser	3	"	10
	"	L. M. Robinson	....	"	10
	"	Erwin Mould	....	"	10
	"	Mrs. C. Enderlin	....	"	10
	"	A. J. Cronk	¼	"	10
	"	Hiram Montgomery	2	"	10
	"	F. Dixon, Dixon Manor	¼	"	20
	"	D. W. Tyler, Colonial Farm House	1	"	25
	"	F. Richtmyer	½	7 to 10	20
	"	James White	1½	6 to 7	16
	"	H. L. Reed	2½	6 to 9	8
GRAND GORGE.	Grand Gorge,	George B. More	2	Apply	10
Sixty-six miles from Kingston Point Elevation above tide water, **1563** feet.	"	C. A. Booth	1	"	10
	"	Dr. J. N. Wright	½	"	15
	"	F. V. Riley	1½	5 to 7	10
	"	W. J. Wallace	1	6 to 7	20
	"	J. M. Cronk	1	Apply	35
	"	Mrs. W. J. Joslyn	3	"	30
	"	Willis Cronk	1	"	30
	"	Mrs. Isaac Hardenburgh	3½	7 to 8	30
	"	Mrs. D. N. Simons	1	6 to 10	10
	"	G. P. Raeder	1	Apply	15
	"	H. I. Leonard	2	8	12
	"	L. M. Cronk	½	6 to 7	15

GRAND GORGE.

Grand Gorge,	Greene Co.	Arthur M. VanHoesen	3	Apply	15
Prattsville,	"	A. J. Churchill	5	"	75
"	"	Albert Newcomb	6	"	20
"	"	Charles Fowler	5	"	70
"	"	Mrs. Geo. Sax	5	"	60
"	"	M. G. Marsh	5	"	15
"	"	Miss L. Lutz	5	"	15
"	"	Devasego Inn	5	7 to 10	60
"	"	Mrs. W. Rudolph	4½	Apply	15
"	"	Mrs. C. K. Benham	5	"	15
"	"	Charles Rose	5	"	25
"	"	A. Carman	10	"	60
"	"	D. Miller	5	"	20
"	"	W. X. Graham	5	$6 to $7	50
"	"	W. C. Maben	10	Apply	15
"	"	Mrs. C. K. Bush	5	"	15
"	"	Locust Cottage	2	7	20
"	"	H. Jordan	5	Apply	30
"	"	J. W. Mix	5	"	15
"	"	N. V. B. Holcomb	5	"	10
Gilboa,	Schoharie Co.	A. G. Baldwin	3	"	12
"	"	H. A. Griffin	3	"	12
"	"	P. A. Sellick	3	"	10
"	"	P. H. Richtmyer	3	"	8
"	"	G. A. Peters	3	"	100
"	"	D. W. Southard	4	"	12
"	"	Mrs. H. P. Betts	3	5 to 6	6
"	"	Warner & Stryker	4	6 to 8	20
"	"	Miss Hattie Stevens	4	.....	....
"	"	I. C. Wyckoff	5	6	40
"	"	C. O'Brien	3	Apply	50
"	"	Stryker Bros.	3	"	20
"	"	Albert Clark	3	"	25
"	"	Charles Zelie	3	"	20
"	"	A. Richtmyer	3	"	10
"	"	O. Cain	3	"	25
"	"	G. D. Wyckoff	8	6 to 8	30
Manorkill,	"	Mrs. M. D. Hammond	11	4 to 5	12
"	"	S. N. Hubbard	11	Apply	20
Mackey,	"	Jos. Fennen	6	5	8
"	"	W. M. Sellick	10	4	15
Conesville,	Schoharie Co.	George H. Bloodgood	9	5	8
"	"	C. R. Brand	8	Apply	....
West Conesville,	"	Mrs. Mary E. Myers	5½	5	10

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
GRAND GORGE.	West Conesville	A. M. Richmond	5	5	10
	"	Baylis Manor	4	5	20
	"	E. K. Baylis	4	Apply	20
	Blenheim,	M. C. Wright	10	"	20
	Red Falls,	S. B. Beers, Jr	8	$6	10
	Cooksburgh, Albany Co.	I. W. Vaughn	14	7 to 8	20
SOUTH GILBOA.	South Gilboa, Schoharie Co.	Stephen Conrow	1 1/2	Apply	10
Seventy-two miles from Kingston Point. Elevation above tide water, **1747** feet.	"	C. H. Mayham	2	"	10
	"	H. L. Stevens	1 1/2	"	10
	"	M. McMahon	1/2	"	15
	"	C. O. Champlin	3/4	7	10
STAMFORD.	Stamford, Delaware Co.	A. L. Churchill	1/4	Apply	75
Seventy-five miles from Kingston Point. Elevation above tide water, **1790** feet.	"	J. W. Maynard	1	"	25
	"	Churchill Hall	1/8	3 and up	300
	"	The Rexmere	1/2	4 and up	150
	"	Hotel Hamilton	1/8	2 and up	50
	"	Daniel Craft	1	Apply	30
	"	S. I. Brown	1/4	"	75
	"	Mrs. R. C. Simpson	1/8	"	60
	"	Mrs. Lyman Goodnough	1/3	"	10
	"	O. W. Simonson	2	"	15
	"	Hugh Govern	1	"	20
	"	Banks Cornell	3/4	"	15
	"	N. P. Judson	3/4	"	20
	"	The Westholm	1/4	8 to 15	50
	"	M. A. Govern	3	Apply	12
	"	H. C. Lawrence	1/4	"	20
	"	William Atchinson	1/4	8 to 10	40
	"	E. E. Van Dyke	1/4	7 to 10	20
	"	B. McKellup	1/4	8 to 12	60
	"	Mrs. M. H. Maynard	1/8	6 to 10	12
	"	A. C. Van Dyke	1/2	Apply	50
	"	R. V. Powell	2	"	15
	"	S. M. Van Loan	2 1/2	"	10
	"	A. S. Grant	1/4	"	15
	"	A. W. Terry	1	"	25
	"	H. C. Cook	2 1/2	"	10

STAMFORD.

Stamford, Delaware Co.	Eagle's Nest	½	Apply		15
" "	T. Murphy	1	"		10
" "	M. Z. Wardwell	1	"		10
" "	D. C. Becker	⅛	"		100
" "	E. D. Champlin	⅛	"		6
" "	Mrs. M. Hollis	⅛	"		20
" "	Charles Haines	1	"		30
" "	A. C. Maynard	2½	"		15
" "	F. M. Tingley	⅛	"		25
" "	Geo. A. Boggs	2	"		15
" "	Albert Lee	⅛	"		35
" "	J. & M. Boyd	⅛	$6 to $10		15
" "	Geo. H. Hager	⅛	8 to 15		20
" "	H. P. Hubbell	⅛	Apply		12
" "	John W. Stewart	1½	"		15
" "	I. C. Gregory	3	"		15
" "	Wheeler & Reynolds	¼	"		25
" "	C. C. Canfield	¼	7 to 10		20
" "	A. W. Parsons	¼	Apply		10
" "	G. W. Kendall	¼	"		60
" "	Sanford Lodge	2	7 to 10		40
" "	Ingleside	¼	12 to 20		50
" "	F. W. Webster	2	6 to 7		6
" "	Hiram Roosman	¼	7 to 10		15
" "	J. G. Johnston	½	7 to 8		20
" "	J. E. Safford	....	Apply		12
Ruth, Schoharie Co.	R. H. Clark	8	6		12
Harpersfield, Delaware Co.	C. W. Phincle	4	7		2
Harpersfield Centre, "	Abram Yanson	4	6		12
North Harpersfield, "	Mrs. H. O. Nichols	7	6 to 8		10
"	W. D. Gallt	5	5 to 7		....
Jefferson, Schoharie Co.	Isaac M. Hubbard	5	6 to 8		40
" "	Miss B. Tyler	5	Apply		15
" "	W. D. Gault	5	5		10
" "	D. Y. Reed	5	Apply		15
" "	M. S. Wilcox	5	"		15
" "	B. E. Davenport.	5	"		15
" "	S. M. Danforth	5	"		10
" "	Maple Forrestry	5	5 to 8		10
" "	A. J. Clark	9	5		10
" "	M. M. Lines	5	Apply		10
" "	S. E. Coon	5	6 to 8		25
" "	W. Hubbard	5	6 to 7		35
Fergusonville, Delaware Co.	S. C. Lockwood	10	4		10
" "	Mrs. J. H. Wilber	10	5 to 7		15

RAILROAD STATION	POST-OFFICE ADDRESS,		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
HOBART.	Hobart, Delaware Co.	J. S. Hanford	¼	$7 to $10	25
Seventy-eight miles from Kingston Point. Elevation above tide water, **1637** feet.	" "	D. B. Grant	1	Apply	15
	" "	John C. McMurdy	¼	"	20
	" "	L. E. Parish	½	6 to 8	20
	" "	O. B. Foote	½	Apply	12
	" "	Mrs. C. A. Hanford	⅛	7 to 10	10
	" "	Wm. Post	½	Apply	10
	" "	C. W. Ives	⅛	5 to 8	25
	" "	Homer Butler	2	5 to 8	12
	" "	W. H. McCelland	1¼	7 to 8	10
	" "	Mrs. E. Faulkner	⅛	6 to 10	10
	" "	S. J. Lamb	⅛	Apply	20
	" "	R. McNaught	¼	"	10
	" "	R. V. Powell	1½	"	10
	" "	H. Stewart	3	7	10
	" "	D. Simonson	⅛	Apply	8
	" "	Will S. Barlow	1	6	12
	" "	C. Weeks	⅛	Apply	30
	" "	Mrs. L. P. Lyon	¼	"	25
	" "	S. W. Utter	⅛	"	75
	" "	J. G. Hanford	¾	"	12
	" "	Chas. Tompkins	5	"	10
	" "	W. J. Kniskem	⅛	"	20
	" "	C. L. Kiniskem	1-16	"	10
	" "	Mrs. J. H. Miller	....	"	..
	" "	L. G. Hanford	½	"	12
	" "	D. S. Lyon	1	"	12
	" "	Mrs. E. G. King	⅓	"	8
	" "	W. Zorn	5	"	10
	" "	Mrs M. Mihalko	1	"	15
SOUTH KORTRIGHT,	South Kortright. "	D. C. Sharpe	1	7 to 10	15
Eighty-two miles from Kingston Point. Elevation above tide water, **1527** feet.	" "	South Kortright Inn	....	15 to 25	20
	" "	W. S. Nesbitt	¾	5 to 6	20
	" "	Stephen Hait	....	5 to 10	12
	" "	G. H. Polley	3	6 to 7	10
	Bovina, "	W. L. Ruff	7	8	25
BLOOMVILLE.	Bloomville, "	William Shaw	4	Apply	12
Eighty-seven miles from Kingston Point. Elevation above tide water, **1493** feet.	" "	M. F. Allison	⅛	"	4
	" "	D. H. Kimball	⅛	"	8
	" "	J. E. Powell	⅛	"	20

BLOOMVILLE.	Bloomville, Delaware Co.		George Gardner			Apply	10
	"	"	Commercial House		1/8	"	10
	Delhi,	"	Mrs. H. P. Hunt		8	"	6
	"	"	J. A. Paine		4	5	6
	"	"	American House		8	Apply	40
	"	"	Miss M. A. McLaury		8	"	4
	"	"	Edgerton House		8	"	100
	"	"	Dr. W. H. Phyfe		8	"	8
	"	"	Hotel Kingston		8	"	50
	"	"	Mrs. J. O. Gladstone		8	"	6
	"	"	F. L. Norton		8	"	25
	"	"	O. W. Wood		8	"	25
	"	"	Robert Craig		6	"	12
	"	"	J. H. Frisbee		6	"	12
	"	"	George W. Grant		4	"	12
	"	"	Delaware House		8	"	12
	"	"	D. L. Wight		8	"	20
	"	"	Henry Davis		8	"	8
	"	"	R. Craig		8	"	6
	"	"	Mrs. R. Neal		8	"	4
	"	"	Albert Huber		8	"	10
	"	"	James Menzie		8	"	5
	"	"	Mrs. M. Hutson		8	"	5
	"	"	Miss J. C. Crosby		8	"	4
	"	"	Robert Young		8	"	10
	"	"	W. P. Lynch		8	"	4
	"	"	L. B. Woodruff		8	"	6
	"	"	W. B. Woodruff		....	"	6
KORTRIGHT STATION.	Kortright Sta.	"	Mrs. Zenas Farrington		4	5 to 8	6
Ninety-two miles from Kingston Point. Elevation above tidewater **1868** feet.	"	"	Mrs. M. A. Jones		1/8	6	10
	"	"	J. C. McLowry		1 3/4	6	4
	"	"	A. Pechtle		2	6	4
	"	"	J. M. Henderson		3/4	6	5
	"	"	Mrs. S. J. Doonan		3/4	Apply	8
	"	"	Mrs. G. B. Harkness		1	"	5
	"	"	D. A. Blackman		1/2	"	4
	"	"	Mrs. A. Murdock		1/4	"	8
	"	"	H. Williamson		1 1/4	"	6
EAST MEREDITH.	East Meredith, Delaware Co.		W. F. McClintock		4	"	12
Ninety-nine miles from Kingston Point. Elevation above tide water, **1353** feet.	"	"	E. Rowland		2 1/2	Apply	15
	"	"	L. Gibson		1	"	10
	"	"	F. W. Evans		1/4	"	15
DAVENPORT CENTER.	Davenport,	"	John K. Sexsmith		....	"	20
One hundred and one miles from Kingston Point. Elevation above tide water **1222** feet.	"	"	W. Neer		....	"	20
	"	"	Mrs J. D. Minor		....	"	20
	"	"	L. D. Mattice		....	"	15

RAILROAD STATION.	POST-OFFICE ADDRESS,			Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.		NAME.			
DAVENPORT CENTER.	Davenport,	"	Globe Hotel	....	Apply	15
	"	"	J. Elwell	....	"	10
	East Davenport,	"	J. W. Mc Laury	....	"	..
	Davenport Centre,	"	J. M. Hebbard	....	6 to 8	15
	"	"	R. L. Hebbard	....	6	20
	"	"	Henry Kerr	....	Apply	10
	"	"	J. E. May	....	"	8
	"	"	A. J. Blackman	....	"	10
WEST DAVENPORT. One hundred and four miles from Kingston Point. Elevation above tide water 1178 feet.	West Davenport,	"	A. D. Pinder	1	4 to 8	15
	"	"	W. H. Adee	2½	3 to 5	10
ONEONTA. One hundred and eight miles from Kingston Point. Elevation above tide water 1091 feet.	Oneonta,	Otsego Co.	C. W. Tillinghast, 10 Tilton Avenue	½	8 to 12	20
	"	"	E. E. Howe, 81 Spruce Street	1	6	6
	"	"	Mrs. C. F. Huntington, 17 Fora Avenue	1	6	4
	"	"	Mrs. Andrews	....	.....	....

LIST OF HOTELS AND SUMMER BOARDING HOUSES

ON OR NEAR THE

Stony Clove and Kaaterskill Branch and Hunter Branch.

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
CHICHESTERS. Two miles from Phœnicia. Elevation above tide water, **1014** feet.	Chichester's, Ulster Co.	P. Chichester	⅛	Apply	12
LANESVILLE. Five miles from Phœnicia. Elevation above tide water, **1355** feet.	Lanesville, Greene Co.	A. H. Stryker	½	$7	25
	" "	David Crosby	½	Apply	25
	" "	Asa Crosby	½	6 to 8	10
	" "	Harry Lane	½	8 to 10	25
	" "	Charles Lane	½	8 to 10	30
	" "	Frank Harrington	⅛	7 to 8	25
	" "	F. A. Barber	¼	7 to 8	25
	" "	A. M. Crosby	½	Apply	25
	" "	John Janson	½	8 to 10	25
	" "	Harvey Lane	½	8 to 10	25
EDGEWOOD. Eight miles from Phœnicia. Elevation above tide water, **1787** feet.	Edgewood, "	J. V. Neal & Sons	¾	Apply	20
	" "	N. A. Peet	½	"	15
	" "	A. J. Connelly	½	"	25
	" "	Jacob Standt	....	"	..
KAATERSKILL JUNCTION. Twelve miles from Phœnicia. Elevation above tide water, **1722** feet.	Hunter, "	J. J. Haines	¼	"	20
	" "	Z. Ingraham	½	"	15
	" "	The Arlington	⅞	"	65
	" "	Hunter M't'n Prospect House	½	"	200
HUNTER. Fifteen miles from Phœnicia. Elevation above tide water, **1602** feet.	" "	Hunter House	¼	8	250
	" "	Mrs. A. Atwater	¼	7 to 8	15
	" "	Central House	¾	10 to 15	175
	" "	The Kaatsberg	½	Apply	100
	" "	Hotel St. Charles	1	10 to 24	175
	" "	A. P. Loomis	1	Apply	10
	" "	E. C. Fromer, Fern Side	¼	"	40
	" "	Alpine Cottage	1	"	30
	" "	Breeze Hill House and Cottages	⅛	"	105
	" "	C. G. Haner	⅛	6 to 9	40
	" "	Norman Lord	2½	Apply	15
	" "	Lemuel Benjamin	3½	6 to 8	8

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
HUNTER.	Hunter, Greene Co.	Gem Cottage	1	Apply	20
	" "	Glen Farm House	¼	$7 to $8	80
	" "	Alex. Parks	1½	7	15
	" "	M. Kinzler, Fair View	....	Apply	50
	" "	P. H. Conerty	⅛	"	12
	" "	L. A. Woodworth, Ripley House	¾	6 to 9	30
	" "	Willis Baldwin	½	6 to 8	8
	" "	Mrs. Peter Hummel, Hummel Cottage	⅛	Apply	15
	" "	Shady Brook House	1¾	"	15
	" "	West End Hotel, H. Grossman	⅛	10 to 15	100
	" "	S. Epstem, Grand View	1¾	Apply	100
	" "	Swiss Cottage	¾	"	12
	" "	Hazelhurst, A. J. Rowley	3	"	35
	" "	Geo. Peck	4	"	20
	" "	Egbertson House	½	"	30
	" "	Clark Chamberlain	5	"	20
	" "	Milton Jones	1	"	10
	" "	Fordham House	1	"	30
	" "	H. Sturtz	7	"	10
	" "	Gara's Hotel	1½	"	100
	" "	E. Fast	⅛	"	30
	" "	G. E. Sweet	1½	"	50
	" "	J. Ebertson	½	"	30
	" "	Miller Bros.	¾	"	15
	" "	Henry Kerr	¼	"	20
	" "	M. Abaloff, Maple Grove	¼	"	20
	" "	Mrs. A. Soules	¼	"	60
	" "	Shady Hill	⅛	"	25
	" "	Charles Sax	½	"	25
	" "	George Soule	½	"	20
	" "	D. C. Spernburg	4	"	10
	" "	A. Persons	5	"	10
	" "	G. W. Howard	6	"	10
	" "	James McKenzie	6	"	10
	" "	E. Griffin	2	"	15
	" "	George Griffin	2	"	10
	" "	Miller Cottage	⅛	"	25
	" "	Stony View	½	"	75
	" "	George Quick	½	"	10
	" "	O. R. Avery	½	"	10
	Ashland, "	M. A. Voorhees	⅛	"	10
	" "	G. W Ferow	0	"	20

HUNTER.	Hensonville, Greene Co	O. S. Griffin	10	$6 & up	20
	" "	William Hitchcock	6	Apply	35
	" "	Ezra Barker	6	"	..
	" "	Mrs. H. R. Potter	5	"	30
	" "	E. M. Haynes	6	"	20
	" "	Linus Peck	6	"	35
	" "	Albert Chase & Son	6	"	30
	" "	Geo. Seely	6	7 to 9	35
	" "	C. S. Lobdell	7	Apply	50
	" "	G. H. Loughran	7	"	40
	" "	Norris Cook	7	6 to 7	15
	" "	Lafayette Mallory	7	Apply	20
	" "	L. W. Bloodgood	7	"	35
	" "	G. R. Winchell	7	"	15
	" "	S. L. Ford	5	"	20
	" "	Lewis C. Bennett	5	"	15
	" "	Bloodgood House	7	"	50
	" "	W. A. Conley	7	"	30
	Windham, Greene Co	George Bullard	8	"	10
	" "	Hillside Cottage	9	7 to 10	25
	" "	H. B. Maben	9	6.50	20
	" "	E. Bump	10	Apply	40
	" "	R. Steele	8	"	20
	" "	Dr. Mead	8	"	20
	" "	O. R. Coe, Coe's Hotel	8	6 to 10	100
	" "	Mrs. I. B. Steele	8	Apply	15
	" "	G. M. Thorpe	8	"	20
	" "	C. J. Brainard	8	"	15
	" "	N. Steele	9	"	25
	" "	Wm. DeLamater	9	"	30
	" "	D. B. Steele	9	"	15
	" "	Addison Steele	10	"	30
	" "	B. Bronson	10	"	15
	" "	O. Bronson	10	6 to 8	40
	" "	D. Richmond	10	Apply	20
	" "	S. L. Munson	8	"	125
	" "	Soper Place	7	"	75
	" "	Elbert Osborn & Son	7	"	130
	" "	Mrs. W. H. Dewell & Son	7	"	25
	" "	Samuel Pelhem	7	"	25
	" "	Clark Diston	8½	"	20
	" "	Wm. H. Moon	8	"	15
	" "	D. C. Tibbals	8	"	15
	" "	L. S. Graham	8	"	15
	" "	H. Bagley	8	"	20
	" "	A. R. Mott	8	8 to 10	15
	" "	Wm. Fuller	8	Apply	10

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
HUNTER.	Windham Greene Co.	Shady Lawn Farm House	8	$6 to $7	15
	" "	M. McClean	8	6 to 8	10
	" "	Glen House	8	6 to 8	40
	" "	Central House	8	Apply	30
	" "	Mrs. L. J. Smalling	8	"	20
	" "	James Hayden	10	"	25
	" "	Monroe Mallory	8	"	25
	" "	W. H. Benjamin	9	"	15
	" "	John M. Cole	8	"	40
	" "	Thomas Hayden	10	"	25
	" "	Arlington Frayer	12	"	20
	" "	Crest Park	9	"	100
	" "	E. E. Munson	9	"	40
	" "	S. J. Osborn	12	"	10
	" "	A. P. Brewer	8	$7	15
	" "	Ira Thompson & Son	8	Apply	35
	" "	C. Sanford	10	"	20
	" "	T. E. Cryne	9	"	10
	" "	J. B. Frayer	9	"	15
	" "	W. J. Soper. Soper House	9	"	100
	Lexington, Greene Co.	Lexington Hotel, M. Herman	9	"	60
	" "	Wm. Maben	13	7 to 10	20
	" "	Andrew J. Petit	10	Apply	10
	" "	H. Hogabone	10	"	20
	" "	C. A. Thompson	9	7 to 8	30
	" "	Geo. O'Hara	8	Apply	30
	" "	B. O'Hara, O'Hara House	8	"	125
	" "	A. H. Decker	12	"	10
	" "	George Moore	10	"	40
	" "	F. Mackay	10	7 to 10	30
	" "	J. H. Roraback	12	Apply	40
	" "	Philip Schermerhorn	12	"	12
	" "	A. Deyoe	10	7 to 8	20
	" "	S. C. Chamberlain	12	7 to 8	30
	" "	H. Kipp, Kipp House	8	8 to 10	65
	" "	Dr. E. L. Ford	10	Apply	5
	" "	Lament's Elm Tree House	9	"	50
	" "	Monroe House	9	"	60
	Beach's Corners, "	Wm. Barkley	4	7 to 8	25
	" "	W. H. Ward	3	Apply	15
	" "	H. A. Towner	4	"	10

HUNTER.

Beach's Corners, Greene Co.	Chas. Frayer	3	Apply	15
" "	P. E. Vining	3	"	40
Jewett, "	E. Pond, Tower Mountain House	8	"	90
" "	George H. Chase	6	7 to 10	50
" "	John Race	6	6 to 7	25
" "	C. A. Longyear	6	Apply	20
" "	O. T. Bailey	6	7 to 10	45
" "	F. M. Goslee	6	Apply	10
" "	E. Kurau	7	"	10
Union Society, "	Pine Tree House	7½	"	20
" "	Union Society House	7	7 to 8	30
" "	George Newcomb	7	Apply	60
" "	David Davis	7	7 to 8	100
East Windham, Greene Co.	John Smith	12	Apply	30
" "	Frank Folger	12	"	15
" "	E. Strong	12	"	15
" "	Elias Mattice	3	"	20
" "	Mary Butts	9	"	15
" "	I. Butts	10	"	80
" "	Grand View	10	"	100
" "	Ira M. France	10	"	20
" "	A. Lamoreau	10	8 to 12	100
" "	M. Sherman	10	Apply	40
" "	Geo. Sanford	12	7	20
" "	Geo. Paddock	12	7	20
" "	Ostrander Goff	12	7	15
Cornellsville, "	Clark Whitmore	12	6 to 8	25
" "	Ferris Whitmore	12	6 to 8	20
South Durham, "	Geo. A. Sanford	13	7	20
" "	Henry Abrams	13	7	40
Big Hollow, "	Frank Woodworth	5	6	25
" "	Austin B. Hitchcock	8	6	11
East Jewett, "	C. D. Simpkins	3	6 to 8	25

TANNERSVILLE.

Fifteen miles from Phoenicia. Elevation above tide water, **1863** feet.

Tannersville, "	Kate Brown	1¼	Apply	20
" "	Elka View	1½	"	175
" "	Maple Grove House	½	"	50
" "	J. Jacoby	¼	8 to 10	70
" "	Mrs. Lena Frank	½	Apply	100
" "	J. & J. Jacobson	½	"	175
" "	A. S. Haines	⅛	"	40
" "	Frank Eggleston	⅛	10 to 15	50
" "	Hotel Martin	¼	Apply	150
" "	James Flannagan	1	8 to 10	25
" "	Geo. Campbell	¼	9 to 12	125
" "	Mrs. S. Jacobs	1	Apply	200
" "	Grand Central House	¼	"	175
" "	Waverly House	¾	"	150

RAILROAD STATION.	POST-OFFICE ADDRESS.		Miles from Station.	Terms per Week.	Accommodations for
	POST-OFFICE.	NAME.			
TANNERSVILLE.	Tannersville, Greene Co.	Mrs. N. Campbell	1/4	Apply	100
	" "	M. O'Hara	1	"	20
	" "	Charles Offer	1	"	100
	" "	C. L. Wiltse	1/2	"	100
	" "	Dr. Geo. Haner	1/4	"	35
	" "	Woodard House	1/2	"	80
	" "	Thomas Sifferth	3	"	80
	" "	L. G. Rider	3	"	50
	" "	Daniel Shevlin	3/4	"	10
	" "	Woodbine Cottage	1	"	20
	" "	Fabian House	2	"	75
	" "	Plattekill Falls House	6	"	75
	" "	Cold Spring House	1/4	10 to 15	200
	" "	John Fromer	1/2	Apply	25
	" "	L. A. Boens	1	$9 to $10	65
	" "	Thomas Dunbar	1 1/2	Apply	15
	" "	Mrs. Christian Ott	1 1/2	9 to 10	60
	" "	Mountain Zephyr House	1/2	8 to 12	40
	" "	Wm. Mulford	1/2	Apply	20
	" "	Geo. Bachman	1/2	"	50
	" "	Menzo Sharpe	1/8	"	10
	" "	John Gray	1/8	"	20
	" "	George Eggleston	1/2	"	15
	" "	Rufus Showers	1/2	"	15
	" "	Farm Cottage	2 1/2	7 to 10	50
	" "	Hotel Welden	1/2	Apply	40
	" "	Mrs. E. Shewmaker	1/2	"	30
	" "	Frank Raensch	..	"	....
	" "	Addison Wiltse	1/2	"	20
	" "	Moran Cottage	1	"	20
	" "	Geo. Cole	1/4	"	10
	" "	Eldorado Cottage	1/8	"	20
	" "	Wilis Dykeman	1/8	"	15
	" "	Abel Lasher	1/8	"	15
	" "	Royal Cottage	1/4	"	25
	" "	Geo. Youngs	7	"	25
	" "	W. A. Matson	1/4	"	30
	" "	Peck's Cottage	1/4	"	10
	" "	Paine's Cottage	1/4	"	10
	" "	Merwin's Cottage	1/4	"	15
	" "	Hommell Cottage	1/4	"	15

TANNERSVILLE.	Tannersville, Greene Co.	Grim's Cottage	1/4	Apply	15
	" "	Mulford Cottage	1/4	"	12
	" "	Gray's Cottage	1/4	"	12
	" "	The Wellington House	1/4	"	45
HAINES' CORNERS.	Haines' Falls, "	C. H. Legg	1 1/4	"	50
Seventeen miles from Phoenicia. Elevation above tide water, **1920** feet.	" "	Owen Glennon	1	"	100
	" "	Mrs. William O'Hara	1/8	"	40
	" "	Haines' Falls House	1/8	"	90
	" "	Sunset Inn	1/2	"	200
	" "	High View House	1	"	45
	" "	D. Edwards	3/4	"	15
	" "	Mrs. H. Jackson	1	"	40
	" "	James L. Patrick	1 1/4	"	50
	" "	Peter Haines	1/2	"	10
	" "	Geo. W. Reed	1/8	"	75
	" "	C. A. Martin	1/4	10 to 12	60
	" "	Miss Amy A. Ely	1/8	8 to 10	50
	" "	Samuel S. Haines	1/8	Apply	20
	" "	Elmer E. Pelham	1/4	"	50
	" "	J. Ross	1/4	"	30
	" "	Alfred Legg	1/4	"	45
	" "	Benj. Myers	1/4	"	10
	" "	Elmer E. Woodard	1/4	"	10
	" "	Burdett Layman	3/4	"	15
	" "	Abram Legg	1 1/2	"	20
	" "	Sheridan Kerr	1 1/4	"	45
	" "	R. Anson	1	7 to 9	40
	" "	George Knapp	1	Apply	25
	" "	The Antlers	1/8	"	200
	" "	Alpine Cottage	1/4	7 to 9	12
	" "	Mount Sylvan House	1/4	Apply	30
	" "	Mountain View House	1/2	"	30
LAUREL HOUSE STATION.	" "	Claremont House	1/8	10 to 18	75
Nineteen miles from Phoenicia. Elevation above tide water, **2067** feet.	" "	Laurel House	1/8	Apply	250
	" "	E. Adams	3/4	"	8
	" "	Mountain Crest House	1/4	"	25
KAATERSKILL.	Hotel Kaaterskill, Greene Co.	Hotel Kaaterskill	1/4	"	1000
Twenty miles from Phoenicia. Elevation above tide water, **2141** feet.	Catskill Mt. House P. O., Greene Co.	Catskill Mountain House	1/4	"	400

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